



APPENDIX C: CONSULTATION SUMMARY
Stanley Park Cycling Plan
March, 2012

CONTENTS

1. Stanley Park Cycling Plan Questionnaire Results

The Stanley Park Cycling Plan Questionnaire was available on-line from September 1 to September 30, 2011 and in hard copy at the Open House held in the park on September 10, 2011. Note the questionnaire results were not randomly solicited and so do not represent a statistically valid sampling.

- Questionnaire (5 pages)
- Summary results of 535 responses to Questionnaire (132 pages)
- Summary of Sticky Notes collected at Open Houses (5 pages)
-

2. Stakeholder Input into the Stanley Park Cycling Plan

The following stakeholder groups submitted input at the issues identification stage of the planning process:

- Brockton Cricket Pavilion, Tourism Vancouver, Vancouver Aquarium, The Fish House in Stanley Park
- City of Vancouver Bicycle Advisory Committee (BAC)
- Vancouver Area Cycling Coalition (VACC)
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3. Feedback on DRAFT Report

A DRAFT version of the Stanley Park Cycling Plan report was available on-line on the Park Board website from February 7 to February 28, 2012 for public and stakeholder review and comment. The plan was also circulated to stakeholders who had expressed an interest in the Stanley Park Cycling Plan. Following the draft plan review adjustments were made, and a final report submitted.

- Public and Stakeholder comments on DRAFT Cycling Plan Report (16 pages)
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STANLEY PARK CYCLING PLAN QUESTIONNAIRE

We want to hear from you! The Vancouver Park Board is working to improve facilities for cycling in Stanley Park. The objective of the Cycling Plan is to identify and integrate cycling improvements in order to enhance the experience of the park for all users including pedestrians, cyclists, transit users, people with mobility constraints and motorists. We invite you to fill out this questionnaire and let us know what you think.

SECTION 1: USER CHARACTERISTICS

1. How do you usually get to Stanley Park?

<input type="checkbox"/> By bicycle	<input type="checkbox"/> On foot (including running)	<input type="checkbox"/> By skateboard
<input type="checkbox"/> By car	<input type="checkbox"/> By wheelchair or scooter	<input type="checkbox"/> By transit
<input type="checkbox"/> On inline skates	<input type="checkbox"/> By hop-on, hop-off shuttle or tour bus	<input type="checkbox"/> Other:

2. Once in the Park, how do you usually move around?

<input type="checkbox"/> By bicycle	<input type="checkbox"/> On foot (including running)	<input type="checkbox"/> By skateboard
<input type="checkbox"/> By car	<input type="checkbox"/> By wheelchair or scooter	<input type="checkbox"/> Other:
<input type="checkbox"/> On inline skates	<input type="checkbox"/> By hop-on, hop-off shuttle or tour bus	

3. I usually come to the Park...

<input type="checkbox"/> On my own	<input type="checkbox"/> With family or friends	<input type="checkbox"/> I'm a tourist	<input type="checkbox"/> Other:
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4. Why are you usually in the Park? *Check all that apply.*

<input type="checkbox"/> Recreational use	<input type="checkbox"/> Commuting to work or school	<input type="checkbox"/> Experience Nature
<input type="checkbox"/> Exercise	<input type="checkbox"/> Going to a destination or event in the Park	<input type="checkbox"/> Dog walking
<input type="checkbox"/> Just visiting	<input type="checkbox"/> Other:	

5. Where are you from?

<input type="checkbox"/> Tourist	<input type="checkbox"/> West End or Downtown	<input type="checkbox"/> Vancouver	<input type="checkbox"/> Lower Mainland
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6. On average, how often do you visit Stanley Park?

- First time
- A few times a year
- Once a month
- More than once a month

7. If you cycle in the Park, whose bicycle do you use?

- My own, or a friend's
- Rental

8. The questions below ask about you. We will use this information to better understand who is using the park and how.

Gender: Male Female

Age: 0-15 16-24 25-40 41-60 60+

SECTION 2: DESTINATIONS

9. Which destinations do you visit in Stanley Park? *Check all that apply.*

<input type="checkbox"/> Vancouver Aquarium	<input type="checkbox"/> Snack bar	<input type="checkbox"/> The forest
<input type="checkbox"/> Kids Water Park	<input type="checkbox"/> Picnic Sites	<input type="checkbox"/> Rowing Club
<input type="checkbox"/> Brockton Oval	<input type="checkbox"/> Second Beach	<input type="checkbox"/> Royal Vancouver Yacht Club
<input type="checkbox"/> Miniature Train	<input type="checkbox"/> Third Beach	<input type="checkbox"/> Lost Lagoon / Nature House
<input type="checkbox"/> Totem Poles	<input type="checkbox"/> Malkin Bowl	<input type="checkbox"/> Beaver Lake
<input type="checkbox"/> Swimming pool	<input type="checkbox"/> Prospect Point	<input type="checkbox"/> Other:
<input type="checkbox"/> Playgrounds/sports fields	<input type="checkbox"/> Rose Garden	
<input type="checkbox"/> Restaurants	<input type="checkbox"/> Seawall	

10. When travelling within Stanley Park, which of the following do you prefer to use?

- Seawall
- Paved pathways
- Combination of all
- Roads / Stanley Park Drive
- Interior Forest Trails

11. Do you use the interior forest trails as a shortcut to your destination?

- Yes
- No

Which trails do you use? (refer to map on last page of questionnaire) _____

SECTION 3: SIGNAGE AND WAYFINDING

12. Do you use the Park Maps to help you get around the Park?

Yes No

13. If you answered YES to the above, do you use:

Maps on signs Paper maps My mobile phone

14. How easily do you find your way around the Park?

Easily With some difficulty I often get lost

15. Do you have any suggestions / comments regarding signage? *Please describe.*

SECTION 4: CONFLICTS

16. While moving through the Park I have had a conflict with...

Never Rarely Sometimes Frequently Always

Pedestrians

Where? _____

Please explain the nature of the conflict: _____

17. While moving through the Park I have had a conflict with...

Never Rarely Sometimes Frequently Always

Cyclists

Where? _____

Please explain the nature of the conflict: _____

18. While moving through the Park I have had a conflict with...	Never	Rarely	Sometimes	Frequently	Always
In-line skaters					
Where? _____					
Please explain the nature of the conflict: _____					

19. While moving through the Park I have had a conflict with...	Never	Rarely	Sometimes	Frequently	Always
Vehicles					
Where? _____					
Please explain the nature of the conflict: _____					

SECTION 5: ISSUES

20. Are there any other issues or concerns that have been missed? *Please describe.*

SECTION 6: CONTACT INFORMATION AND FURTHER INFORMATION

21. If you wish to receive updates from the Park Board on the Stanley Park Cycling Plan, please provide us with an email address (Optional) Email:

If you have any questions about this project, please contact Ben Mulhall at ben.mulhall@vancouver.ca or (604) 257-8476. You can also check the project webpage at <http://vancouver.ca/parks/info/planning/cyclingplan> for updates.

Thank you for your valuable input!





Stanley Park Trails Map








Stanley Park Cycling Plan



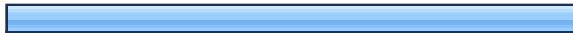


1. How do you ususally get to Stanley Park?

		Response Percent	Response Count
By bicycle		74.7%	401
By car		16.0%	86
On in-line skates		5.2%	28
By skateboard		1.1%	6
As as pedestrian (including runner)		35.0%	188
By wheelchair or scooter		0.2%	1
By hop-on, hop-off shuttle or tour bus		0.6%	3
By transit		11.2%	60
	Other (please specify)		15
		answered question	537
		skipped question	15




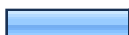



2. Once in the Park, how do you usually move around?

		Response Percent	Response Count
By bicycle		78.3%	423
By car		4.1%	22
On in-line skates		6.5%	35
By skateboard		1.1%	6
As a pedestrian (including runner)		53.3%	288
By wheelchair or scooter		0.2%	1
By hop-on, hop-off shuttle or tour bus		0.6%	3
	Other (please specify)		10
		answered question	540
		skipped question	12





3. I usually come to the Park....

		Response Percent	Response Count
On my own		49.5%	269
With family or friends		72.0%	391
I'm a tourist		1.8%	10
	Other (please specify)		8
answered question			543
skipped question			9




4. Why are you usually in the park?

		Response Percent	Response Count
Recreational use		75.8%	407
Exercise		63.1%	339
Dog Walking		4.5%	24
Just visiting		10.6%	57
Commuting to work or school		7.8%	42
Going to a destination or event in the Park		28.3%	152
Experience nature		42.1%	226
	Other (please specify)		28
		answered question	537
		skipped question	15

5. Where are you from?

		Response Percent	Response Count
Tourist		3.5%	19
West End or Downtown		35.0%	190
Vancouver		46.4%	252
Lower Mainland		15.1%	82
answered question			543
skipped question			9

6. On average, how often do you visit Stanley Park?

		Response Percent	Response Count
More than once a month		62.6%	335
Once a month		13.1%	70
A few times a year		24.3%	130
answered question			535
skipped question			17



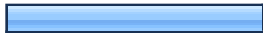













7. If you cycle in the Park, whose bicycle do you use?






		Response Percent	Response Count
My own or a friend's		95.2%	480
Rental		4.8%	24
answered question			504
skipped question			48

8. The below questions ask about you. We will use this information to better understand who is using the park and how.

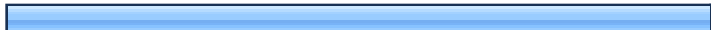




		Response Percent	Response Count
Male		47.0%	255
Female		32.2%	175
Age 0-15		0.2%	1
Age 16-24		4.8%	26
Age 25-40		42.9%	233
Age 41-60		39.4%	214
Age 60+		11.6%	63
answered question			543
skipped question			9

9. Which destinations do you visit in Stanley Park?

		Response Percent	Response Count
Vancouver Aquarium		33.3%	174
Kids Water Park		10.2%	53
Brockton Oval		22.2%	116
Minature Train		9.8%	51
Totem Poles		18.8%	98
Swimming pool		19.7%	103
Playgrounds/sports fields		11.7%	61
Restaurants		20.7%	108
Snack bar		15.1%	79
Picnic Sites		22.6%	118
Second Beach		56.1%	293
Third Beach		58.6%	306
Malkin Bowl		24.3%	127
Prospect Point		33.0%	172
Rose Garden		21.3%	111
Seawall		87.9%	459

The forest		50.4%	263
Rowing Club		8.4%	44
Royal Vancouver Yacht Club		2.3%	12
Lost Lagoon/Nature House		35.6%	186
Beaver Lake		34.1%	178
		Other (please specify)	47
		answered question	522
		skipped question	30

10. When travelling within Stanley Park, which of the following do you prefer to use?

		Response Percent	Response Count
Seawall		61.4%	331
Roads/Stanley Park Drive		21.0%	113
Paved pathways		18.4%	99
Interior forest trails		25.4%	137
Combination of all		34.7%	187
		answered question	539
		skipped question	13




11. Do you use the interior forest rails as a shortcut to your destination

		Response Percent	Response Count
yes		40.0%	210
no		60.0%	315
Which trails do you use (refer to map on the Park Board Stanley Park Cycling Plan webpage)			149
answered question			525
skipped question			27

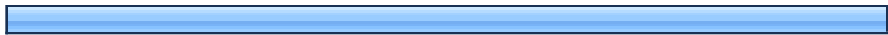


12. Do you use the Park Maps to help you get around the Park?

		Response Percent	Response Count
Yes		41.7%	225
No		58.3%	314
answered question			539
skipped question			13

13. If you answered yes to the above, do you use:

		Response Percent	Response Count
Maps on signs		84.9%	191
Paper maps		30.7%	69
My mobile phone		16.9%	38
		answered question	225
		skipped question	327

14. How easily do you find your way around the Park?

		Response Percent	Response Count
Easily		77.0%	411
With some difficulty		18.4%	98
I often get lost		4.7%	25
		answered question	534
		skipped question	18

15. Do you have any suggestions/comments regarding signage. Please describe below.

	Response Count
	212
answered question	212
skipped question	340

16. While moving through the Park I have had a conflict with....

	Never	Rarely	Sometimes	Frequently	Always	Response Count
Pedestrians	21.0% (110)	27.5% (144)	29.0% (152)	17.4% (91)	5.2% (27)	524
Where? Please explain the nature of the conflict						274
answered question						524
skipped question						28

17. While moving through the Park I have had a conflict with....

	Never	Rarely	Sometimes	Frequently	Always	Response Count
Cyclists	18.7% (97)	31.4% (163)	33.5% (174)	12.3% (64)	4.0% (21)	519
Where? Please explain the nature of the conflict.						282
answered question						519
skipped question						33

18. While moving through the Park I have had a conflict with....

	Never	Rarely	Sometimes	Frequently	Always	Response Count
In-line skaters	27.8% (145)	39.7% (207)	22.8% (119)	8.1% (42)	1.5% (8)	521
Where? Please explain the nature of the conflict.						189
answered question						521
skipped question						31

19. While moving through the Park I have had a conflict with

	Never	Rarely	Sometimes	Frequently	Always	Response Count
Vehicles	40.9% (210)	30.5% (157)	20.0% (103)	6.6% (34)	1.9% (10)	514
					Where? Please explain the nature of the conflict.	151
					answered question	514
					skipped question	38


20. Are there any other issues of concerns that have been missed? Please describe below.

	Response Count
	278
	answered question 278
	skipped question 274

21. If you wish to receive updates from the Park Board on the Stanley Park Cycling Plan, please provide us with an email address.

	Response Count
	205
answered question	205
skipped question	347

22. For Office Use Only

	Response Percent	Response Count
T 	100.0%	118
answered question		118
skipped question		434

Page 2, Q1. How do you ususally get to Stanley Park?

1	Walk	Sep 23, 2011 12:37 PM
2	tour bus	Sep 20, 2011 5:33 AM
3	I live a block from the park	Sep 16, 2011 1:57 PM
4	walk	Sep 15, 2011 12:17 PM
5	motorcycle	Sep 15, 2011 10:13 AM
6	rollerskates	Sep 14, 2011 3:32 PM
7	motorcycle	Sep 14, 2011 3:29 PM
8	or handcycle	Sep 13, 2011 10:14 PM
9	I wanted to give you an issue by issue solution for each of your 'problems' and the only input you provide is this garbage???????	Sep 10, 2011 6:26 AM
10	Bike, transit or car	Sep 7, 2011 2:52 PM
11	walking on feet	Sep 6, 2011 10:39 AM
12	g	Sep 4, 2011 9:25 AM
13	Walk/run	Sep 2, 2011 12:35 PM
14	trikke - 3 wheeled "carving excercise" vehicle	Sep 2, 2011 11:16 AM
15	bike and bus	Sep 2, 2011 10:26 AM

Page 2, Q2. Once in the Park, how do you usually move around?

1	Walk	Sep 23, 2011 12:37 PM
2	and by walking	Sep 14, 2011 6:36 PM
3	rollerskates	Sep 14, 2011 3:32 PM
4	other	Sep 14, 2011 2:42 PM
5	WALK	Sep 7, 2011 11:13 PM
6	walking	Sep 6, 2011 4:12 PM
7	by foot, row	Sep 2, 2011 1:26 PM
8	run	Sep 2, 2011 12:35 PM
9	trikke - 3 wheeled "carving excercise" vehicle	Sep 2, 2011 11:16 AM
10	foot and bike	Sep 2, 2011 10:26 AM

Page 2, Q3. I usually come to the Park....

1	I also work in the park but come at least once a week with my wife for bike rides or walks	Sep 30, 2011 8:18 AM
2	Tour groups	Sep 20, 2011 5:33 AM
3	I work at the Vancouver Aquarium.	Sep 14, 2011 8:41 PM
4	UBC running team	Sep 14, 2011 4:03 PM
5	with tourists	Sep 14, 2011 12:26 PM
6	with training groups (cycling)	Sep 7, 2011 8:10 AM
7	Bike with a bike club. Stanley Park is one of our training spaces...	Sep 6, 2011 12:57 PM
8	both	Sep 2, 2011 11:16 AM

Page 2, Q4. Why are you usually in the park?

1	Work at the Vancouver Aquarium	Sep 27, 2011 1:08 PM
2	wildlife spotting, fresh air, good view	Sep 23, 2011 12:37 PM
3	pleasure!	Sep 23, 2011 10:03 AM
4	photography	Sep 18, 2011 11:27 PM
5	3rd Beach	Sep 18, 2011 9:59 PM
6	events at rowing club	Sep 15, 2011 1:53 PM
7	going to north shore	Sep 15, 2011 10:22 AM
8	rowing	Sep 15, 2011 10:04 AM
9	Passing through to North Van	Sep 14, 2011 9:31 PM
10	other	Sep 14, 2011 2:42 PM
11	on way to North Shore	Sep 14, 2011 12:39 PM
12	comuting to family members in North Vancouver	Sep 14, 2011 12:26 PM
13	travelling to North Shore, TUTS	Sep 14, 2011 12:10 PM
14	Beach, trails, sunsets	Sep 14, 2011 11:16 AM
15	every day	Sep 14, 2011 10:39 AM
16	commuting downtown	Sep 14, 2011 10:25 AM
17	to go to North Vancouver by bicycle	Sep 9, 2011 4:27 PM
18	in part to avoid all the out of control dogs at other parks	Sep 7, 2011 8:34 AM
19	getting to North Vancouver	Sep 6, 2011 10:39 PM

Page 2, Q4. Why are you usually in the park?

20	Passing through on bicycle ride to ferry	Sep 2, 2011 4:22 PM
21	Swim	Sep 2, 2011 4:10 PM
22	i row in Vancouver rowing club	Sep 2, 2011 1:26 PM
23	Work (Vancouver Rowing Club)	Sep 2, 2011 12:37 PM
24	chillin'	Sep 2, 2011 12:00 PM
25	Writing in some of the quiet, secluded corners of the park.	Sep 2, 2011 10:58 AM
26	swimming	Sep 2, 2011 10:04 AM
27	work on boat at vrc	Sep 2, 2011 9:24 AM
28	beach!	Sep 2, 2011 9:16 AM

Page 3, Q9. Which destinations do you visit in Stanley Park?

1	favourite walking trails like Merilees	Sep 28, 2011 10:20 AM
2	Trails, on their own or to get to Lions Gate bridge	Sep 23, 2011 10:07 PM
3	Sp Lawn Bowling	Sep 23, 2011 10:04 AM
4	I just ride it as a bike route since I'm a local.	Sep 20, 2011 6:49 AM
5	I cycle around the drive	Sep 19, 2011 3:37 PM
6	comute on the causeway	Sep 15, 2011 9:36 PM
7	Bike round the seawall	Sep 15, 2011 3:34 PM
8	all the seawall	Sep 15, 2011 12:18 PM
9	nooks and crannies to experience the beauty that is	Sep 15, 2011 10:59 AM
10	The Smokey Cart @ English Bay	Sep 15, 2011 10:23 AM
11	I ride around the park road 3 or 4 loops.	Sep 14, 2011 9:38 PM
12	Old Zoo Area	Sep 14, 2011 6:38 PM
13	trails	Sep 14, 2011 4:21 PM
14	en route to Lions Gate Bridge	Sep 14, 2011 4:20 PM
15	other	Sep 14, 2011 4:00 PM
16	ride on the roadway as well	Sep 14, 2011 3:00 PM
17	Community gardens	Sep 14, 2011 12:57 PM
18	Lions Gate Bridge	Sep 14, 2011 12:27 PM
19	causeway to bike route	Sep 14, 2011 12:10 PM

Page 3, Q9. Which destinations do you visit in Stanley Park?

20	9 o'clock gun	Sep 14, 2011 10:07 AM
21	Lawn Bowling Club	Sep 13, 2011 2:53 PM
22	I usually bike the whole Seawall.	Sep 12, 2011 8:20 AM
23	skate and cycle the seawall	Sep 10, 2011 12:17 PM
24	rarely stop for very long - just make a loop through	Sep 10, 2011 11:51 AM
25	ride around the seawall 4times a week	Sep 10, 2011 11:14 AM
26	Run in the trails and seawall or just drive around to enjoy scenery	Sep 9, 2011 12:07 PM
27	pitch & putt	Sep 8, 2011 9:27 PM
28	outdoor movies	Sep 8, 2011 5:51 PM
29	Typically cycle around paved driving road	Sep 8, 2011 2:46 PM
30	Tennis courts	Sep 7, 2011 2:53 PM
31	HMCS Discovery	Sep 7, 2011 11:42 AM
32	Bike around the park in the early morning	Sep 7, 2011 7:39 AM
33	Klahowya Village	Sep 7, 2011 3:53 AM
34	Road bike rides around the vehicle road.	Sep 6, 2011 1:18 PM
35	Usually riding around the park	Sep 4, 2011 7:29 AM
36	Festivals or just enjoy the ride through the Park	Sep 2, 2011 4:58 PM
37	Stanley Park Drive	Sep 2, 2011 3:37 PM
38	beaches	Sep 2, 2011 2:51 PM

Page 3, Q9. Which destinations do you visit in Stanley Park?

39	Can you give us some healthier snacks at the bar?	Sep 2, 2011 2:46 PM
40	9 'clock gun	Sep 2, 2011 12:39 PM
41	pathways	Sep 2, 2011 12:37 PM
42	golf/tennis	Sep 2, 2011 11:20 AM
43	The cliffs north of Third Beach and around Prospect Point. Please maintain this area as a wild place with bush-trails at most. This small piece of natural solitude is so hard to find in the city!	Sep 2, 2011 11:02 AM
44	Pitch and Putt	Sep 2, 2011 10:40 AM
45	mainly trails	Sep 2, 2011 10:28 AM
46	Ceperley Field (for outdoor movies)	Sep 2, 2011 10:09 AM
47	Ecology society events	Sep 1, 2011 9:55 PM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

1	Beaver Lake Trail, Lovers, Bridle Path, North Creek Trail	Sep 30, 2011 8:30 AM
2	Unsure of the names.	Sep 29, 2011 9:55 AM
3	Tatlow, Bridle, Merilees	Sep 28, 2011 10:20 AM
4	Tatlow.	Sep 24, 2011 8:32 PM
5	I didn't see trails on the Plan, might be tired.I have been on all paths, more often on the one intersecting with the ped/cyclist bridge across the causeway and the one reaching the cycling path to the Lions gate.	Sep 23, 2011 10:07 PM
6	Cathedral, Bridle, Lees, Tatlow, Lovers, Lake, Squirrel, Rawlings, Merilees, Siwash Rock, Third Beach, Beaver Lake, North Creek, South Creek, Tisdall, Ravine, Hanson, Reservoir, Eagle, Chickadee, Thompson, Raccoon, Prospect Point, Tunnel, Kinglet, Brockton Point	Sep 23, 2011 9:13 PM
7	We walk most of them, but particularly Tatlow, Lovers, Lake, Rawlings, Merilees, Siwash Rock, Beaver Lake, and North+South Creek	Sep 23, 2011 12:43 PM
8	I use the Rawlings Trail to get to Third Beach from Second Beach which is where I enter the park.	Sep 23, 2011 9:22 AM
9	cathedral, beaver lake trail, lovers walk	Sep 23, 2011 8:11 AM
10	Tatlow	Sep 22, 2011 9:05 AM
11	rarely	Sep 21, 2011 11:28 PM
12	Lake Trail, Lovers' Walk	Sep 21, 2011 5:25 PM
13	Squirrel, bridal	Sep 20, 2011 9:03 PM
14	I have used them, but it can be confusing. Especially finding a trailhead from the seawall near the yacht club can be a challenge.	Sep 20, 2011 6:33 PM
15	to/from third beach	Sep 20, 2011 5:30 PM
16	Rawlings Trail	Sep 20, 2011 2:20 PM
17	Occasionally.	Sep 20, 2011 1:57 PM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

18	Unsure what its called. To avoid car fumes I bike parallel to main road to bridge, then take trail up	Sep 20, 2011 1:14 PM
19	All	Sep 20, 2011 12:41 PM
20	all	Sep 20, 2011 8:19 AM
21	But they are poorly lit, dangerous at night, and have bad mapping. There needs to be improved open / picnic areas within the interior of the park to encourage its usage.	Sep 19, 2011 5:06 PM
22	pipeline up to lions gate bridge	Sep 19, 2011 3:45 PM
23	Rawlings Trail-(we come from East Vancouver, thru DT on bikelanes, down to Coal Harbour, around Lost Lagoon and then onto Rawlings Trail)	Sep 18, 2011 10:02 PM
24	Reservoir Trail, trail (shortcut) from Avison Trail to Causeway, Bridle Path (southern part)	Sep 18, 2011 6:48 PM
25	All of them	Sep 16, 2011 7:03 PM
26	Bridle Path Lovers Trail going around Beaver Lake Trail going around Lost Lagoon	Sep 16, 2011 2:01 PM
27	I can't think of one I haven't used.	Sep 16, 2011 1:32 PM
28	tatlow, lovers, cathedral, lees, bridle and north/south creek	Sep 15, 2011 4:42 PM
29	Leese trail	Sep 15, 2011 3:34 PM
30	The trail from Second Beach to Third Beach primarily.	Sep 15, 2011 2:08 PM
31	Tatlow Walk	Sep 15, 2011 12:03 PM
32	Rawlings, Lake, Lees	Sep 15, 2011 10:47 AM
33	All --enjoy the rediscovery of those I haven't walked for some time.	Sep 15, 2011 10:32 AM
34	Bridle Path, Lee's Trail, Tatlow, Beaver Lake Trail	Sep 15, 2011 10:23 AM
35	all	Sep 15, 2011 10:15 AM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

36	I use only when I have a companion	Sep 15, 2011 10:14 AM
37	All of them but not all in one day.	Sep 15, 2011 7:27 AM
38	I do break the law to - gently - go from the seawall to Beaver Lake on bike.	Sep 14, 2011 11:23 PM
39	I usually drive or transit in directly to my location.	Sep 14, 2011 8:43 PM
40	Rawlings trail	Sep 14, 2011 7:41 PM
41	The trail to third beach	Sep 14, 2011 6:03 PM
42	Bridal+Beaver Lake, Pipeline sometimes	Sep 14, 2011 4:50 PM
43	Bridle Path, Rivine/Beaver Lake/South Creek	Sep 14, 2011 4:45 PM
44	Ravine Trail, Beaver Lake Trail, South Creek Trail	Sep 14, 2011 4:42 PM
45	Cathedral Trail, Bridle Path, Beaver Lake Trail, Ravine Trail	Sep 14, 2011 4:36 PM
46	North Creek, South Creek, Bridal Trail, Overpass	Sep 14, 2011 4:26 PM
47	North creek, South creek, Bridle, Overpass, others. Too avoid busy roads.	Sep 14, 2011 4:21 PM
48	Bridle	Sep 14, 2011 4:20 PM
49	Beaver Lake Trail	Sep 14, 2011 4:18 PM
50	all	Sep 14, 2011 4:09 PM
51	All, mainly Beaver Lake and Third Beach	Sep 14, 2011 4:04 PM
52	North trail	Sep 14, 2011 3:44 PM
53	sometimes	Sep 14, 2011 3:41 PM
54	Rawlings Trail to Third Beach	Sep 14, 2011 3:37 PM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

55	almost all trails bikes are allowed on	Sep 14, 2011 3:33 PM
56	other than a detour to Beaver Lake	Sep 14, 2011 3:24 PM
57	Beaver Lake Trail, South Creek, Ravine Trail, Mallard Trail	Sep 14, 2011 3:11 PM
58	Beaver Lake Trail, Bridle Path. Trails are the destination.	Sep 14, 2011 3:08 PM
59	Don't let cyclists use the forest trails please! Disaster.	Sep 14, 2011 2:45 PM
60	Tatlow Walk	Sep 14, 2011 2:30 PM
61	Bridal path, Rawlings Trail	Sep 14, 2011 2:17 PM
62	not really for a shortcut but we ride forest trails for exercise/pleasure	Sep 14, 2011 2:10 PM
63	The shared bike/pedestrian trails.	Sep 14, 2011 1:59 PM
64	I use them to go for a quiet walk.	Sep 14, 2011 1:37 PM
65	Only when travelling with my husband, I don't feel safe on my own.	Sep 14, 2011 1:28 PM
66	It might be neat to try	Sep 14, 2011 1:21 PM
67	Sometimes-Tatlow walk, shortcut to 3rd beach	Sep 14, 2011 1:13 PM
68	Reservoir, Rawlings, Chickadee	Sep 14, 2011 1:11 PM
69	Lake/Beaver Lake/Tisdall/ South Creek/Bridle Path	Sep 14, 2011 1:03 PM
70	Rawlings	Sep 14, 2011 12:50 PM
71	Lake, Tatlow	Sep 14, 2011 12:49 PM
72	Rawlings/Prospect from English Bay to Bridge	Sep 14, 2011 12:40 PM
73	Rawlings Trail to Third	Sep 14, 2011 12:37 PM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

74	sometimes	Sep 14, 2011 12:27 PM
75	All-depends how much time I have	Sep 14, 2011 12:06 PM
76	Eagle Trail, Beaver Lake	Sep 14, 2011 11:55 AM
77	Rawlings, pedestriaan path @ Totem Poles, aquarium	Sep 14, 2011 11:37 AM
78	Lees Trail, Lake Trail, Beaver Lake Trail	Sep 14, 2011 11:22 AM
79	Rawlings	Sep 14, 2011 11:16 AM
80	Rawlings, Bridle, Lake, Prospect Point	Sep 14, 2011 11:07 AM
81	Sometimes, Bridal Path + Beaver Lake Trail.	Sep 14, 2011 10:58 AM
82	Rawlings & Avison. I use them for beauty not for shortcuts.	Sep 14, 2011 10:44 AM
83	Pipeline, Beaver Lake Road, all others	Sep 14, 2011 10:40 AM
84	Mostly causeway	Sep 14, 2011 10:26 AM
85	Bridle, Lees, Rawlings, Cathedral, Meriless, Siwash, 3rd Beach., Lovers mostly. All trails sometimes.	Sep 14, 2011 10:07 AM
86	I use them for running to run different loops	Sep 13, 2011 8:46 PM
87	Far to dangerous for a solo rider, Even an adult male.	Sep 13, 2011 2:53 PM
88	Various	Sep 12, 2011 3:32 PM
89	The trail I use is the seawall from Yaletown	Sep 12, 2011 8:20 AM
90	I haven't learned them yet, and as a result tend to take different ones each time, although not intentionally!	Sep 10, 2011 9:43 PM
91	Interior forest trails are my destination	Sep 10, 2011 11:51 AM
92	The ones on the west side, to get to Third Beach without having to go all the way around or ride the wrong way (which I NEVER do and very much dislike when other people do). They aren't well signed, though.	Sep 10, 2011 11:35 AM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

93	beaver lake,	Sep 10, 2011 11:14 AM
94	Marine, Beaver Lake, Lake, Rawlings, Lees, Bridle.	Sep 10, 2011 10:19 AM
95	use almost all of them	Sep 10, 2011 10:04 AM
96	Forest trails ARE my destination when used	Sep 10, 2011 8:17 AM
97	Rawlings trail to third beach from second beach.	Sep 10, 2011 1:37 AM
98	Bridle, Lees, Lake/Beaver Lake, Rawlings, Cathedral	Sep 9, 2011 8:31 PM
99	I use the one going from second beach the third beach most often. I also use others but not as often.	Sep 9, 2011 5:38 PM
100	a few times I use the forest trails as a shortcut to my destination	Sep 9, 2011 4:29 PM
101	Lees, Rawlings, Tatlow, Bridal, Ravine	Sep 9, 2011 4:27 PM
102	the one that goes from the Second Beach parking lot through the forest to Third Beach (because you aren't allowed to take the Seawall that direction at that point)	Sep 9, 2011 2:29 PM
103	Lees and similar	Sep 9, 2011 12:08 PM
104	all!!	Sep 8, 2011 10:16 PM
105	From Lost Lagoon to Third Beach....	Sep 8, 2011 5:14 PM
106	I mtn bike the trails themselves as a destination- they are excellent as is.	Sep 8, 2011 2:14 PM
107	Any on which cycling is permitted.	Sep 8, 2011 10:10 AM
108	All	Sep 8, 2011 8:44 AM
109	Rawlings Trail, Bridle Path	Sep 7, 2011 11:42 AM
110	Lake Trail, Ravine Trail, South Creek Trail, Beaver Lake Trail	Sep 7, 2011 9:37 AM
111	this question in not operative -- I use the forest trails AS my destination, to enjoy nature	Sep 7, 2011 8:35 AM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

112	Beaver Lake trail	Sep 7, 2011 8:17 AM
113	I would like to, but you are not supposed to ride your bikes on them, are you?	Sep 7, 2011 7:28 AM
114	Around Beaver Lake, Ravine Trail, from Prospect Point to Lost Lagoon	Sep 7, 2011 6:02 AM
115	Bridle	Sep 6, 2011 11:51 PM
116	I prefer to follow Pipeline Rd and then use trails after the little bridge on Pipeline to access the entrance to the Lion's Gate bridge north bound	Sep 6, 2011 10:49 PM
117	I take Tatlow I think and then connect to get across to third beach from lost lagoon	Sep 6, 2011 10:53 AM
118	ravine beaver lake lake lovers	Sep 5, 2011 12:36 PM
119	bridle path,merlilees trail,lake trail	Sep 5, 2011 9:50 AM
120	Tatlow, Merrilees, etc.	Sep 4, 2011 7:03 PM
121	the trails are often my destination so I use them all from the wide ones like Bridal to the single tracks	Sep 4, 2011 1:01 PM
122	Bridle path	Sep 4, 2011 8:49 AM
123	bridle trail, trail from 2nd to 3rd beach	Sep 4, 2011 8:20 AM
124	Reservoir Trail	Sep 3, 2011 12:01 PM
125	rawlings	Sep 3, 2011 10:31 AM
126	Tatlow Walk	Sep 3, 2011 8:20 AM
127	sea wall	Sep 3, 2011 7:27 AM
128	I don't generally use the trails as a shortcut (although have on occasion) but use them mainly for recreation and spending time in the forest	Sep 2, 2011 9:48 PM
129	Bridal Cathedral Hanson South Creek-Beaver Lake-North Creek	Sep 2, 2011 5:37 PM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

130	Reservoir Trail, Mid-Causeway Overpass, Bridal Path	Sep 2, 2011 4:58 PM
131	Bridle Lake Lovers Merles Ravine 3rd beach Tatlow Cathedral North creek Reservoir	Sep 2, 2011 4:16 PM
132	I ride on Stanley Park Drive almost exclusively, with the occasional trip on the seawall for recreational cycling	Sep 2, 2011 3:37 PM
133	Bridle Path, Beaver Lake and some of the smaller ones, too.	Sep 2, 2011 3:36 PM
134	Not telling you, keep it a path don't pave it over!	Sep 2, 2011 2:46 PM
135	I avoid the trails due to safety concerns. Years ago it wasn't a problem but now it simply isn't safe. Which is too bad -how much of our facilities are no longer safe.	Sep 2, 2011 1:40 PM
136	The trails are the destination...it's about the journey.	Sep 2, 2011 12:37 PM
137	beaver lake trail, lake trail, lovers walk and bridal path	Sep 2, 2011 12:04 PM
138	Reservoir, Hanson, North Creek	Sep 2, 2011 11:35 AM
139	I use them all, depending where I'm going. The hidden secrets of Stanley Park are what make it so worthwhile to explore. There's a certain magic to walking down a thin trail in the forest to discover a carved stump or other piece of art or history (both natural and human) and it would be a shame to lose that!	Sep 2, 2011 11:02 AM
140	Prefer the most natural trails. Use them all	Sep 2, 2011 10:28 AM
141	Seawall & Lost Lagoon trails	Sep 2, 2011 10:26 AM
142	Rawlings / Squirrel / Lovers / Lake	Sep 2, 2011 10:10 AM
143	Rawlings Trail to Third Beach	Sep 2, 2011 10:09 AM
144	Tunnel Trail Brockton Oval Lake Trail	Sep 2, 2011 9:42 AM
145	Bridle Path, Beaver Lake Trail, Siwash Rock Trail	Sep 2, 2011 9:42 AM
146	Not sure - they could be marked better.	Sep 2, 2011 9:24 AM
147	Couldn't say. My shortcut usually takes longer because I get lost/disoriented.	Sep 2, 2011 9:22 AM

Page 3, Q11. Do you use the interior forest rails as a shortcut to your destination

148	Rawlings Trail mostly, but really varies depending on destination. Have used most in the past.	Sep 2, 2011 9:19 AM
149	Usually Bridle, Tisdall or Lake Trail, but depends on destination and mode of travel.	Sep 1, 2011 9:55 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

1	I know the park very well so the signs are easy as a quick reference for me. Lots of tourists ask me for directions so it must be hard for them.	Sep 30, 2011 8:32 AM
2	Not visual or intuitive to locals or tourists.	Sep 29, 2011 9:56 AM
3	Im a daily user but for occassional users it would help if the signs were able to make it clera that for the most part it's a one way system and so how might they get a shorter ride in if they don't want to go all the way around	Sep 28, 2011 11:45 AM
4	The labelled sign posts that let you know which trail you are on are very helpful but the occasional full map that would orient the user to where they are in relation to the trail system	Sep 28, 2011 10:21 AM
5	Multi-Language signage? Info provided to bike rental stores.	Sep 27, 2011 5:26 PM
6	Better signage to popular destinations..WITH ARROWS!	Sep 27, 2011 4:54 PM
7	Better signage within the park.	Sep 27, 2011 12:50 PM
8	The new yellow wayfinding arrow signs are an excellent addition to the Park, and their installation in new locations (thereby increasing the resolution of signs throughout the Park) should continue.	Sep 27, 2011 10:34 AM
9	Less....less....less.....signage. I mean....no more than already exists. I recall the good old days when you could ride your bike either way around the park. If anyting.....tour groups and users in general should should get have to take mandatory classes in kindness, tolerance and patience before being able to use the seawall. Sign, sign, everywhere a sign, blocking up the scenery.....(you know the rest)	Sep 26, 2011 10:11 PM
10	As a cyclist, inline skater and pedestrian I find the signage that seperates the two paths are often inadequate. The painted ones on the ashpalt are faded and not in key places. There are narrow sections or crossovers where there is little or no signage.	Sep 26, 2011 6:50 PM
11	I wish the signage did a better job of describing whether a path is for cyclists. I would avoid cyclist paths if I knew which ones they were (and if cyclists actually only stayed on those ones and didn't just go wherever they please).	Sep 24, 2011 8:33 PM
12	Destinations along paths, connection points, also what kind of vertical climb.	Sep 23, 2011 10:08 PM
13	It's difficult to bike the seawall with the kids because they can't make it all the way around, and we don't know how to get back. Signed forest paths would help.	Sep 23, 2011 10:00 PM
14	Add "No Cycling" icons to the wooden posts on the forest trails for pedestrian-only trails; currently the posts only have	Sep 23, 2011 9:17 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

	cycling icons for the trails on which cycling is allowed. Add more/larger/clearer "No Cycling" signs at the entrances of all pedestrian-only paths. On paved paths, paint "No Cycling" symbols next to the Pedestrian symbols on pedestrian-only paths. Add far more locations at which visitors can acquire paper maps, and add a section in these maps explaining that many paths/trails are pedestrian-only and that cyclists should examine the trail map before planning their route.	
15	Trail names are useful now that I am used to them, but to start with they were very confusing, especially the circular ones. If all signs also included destinations and then followed up with more destination signs at later junctions on the way it would make things a lot easier. I suggest picking a dozen popular destinations at most along the lines of the aquarium, the bus loop, Brockton Point, Prospect Point, Rose Garden, Beaver Lake, Yacht Club, Second Beach, Third Beach, and maybe a downtown street (Robson or Davie).	Sep 23, 2011 12:49 PM
16	Pedestrian and cyclist signs should be renewed often as they fade on the pavement with heavy use	Sep 23, 2011 10:05 AM
17	maybe a larger park map at some of the key entrances.	Sep 23, 2011 9:24 AM
18	There should be more signage, and it should be bigger, especially the NO CYCLING signs around Lost Lagoon, where cyclists have killed wildlife. The painted signs on the seawall path should be more numerous, and repainted more frequently. Bike rental shops should be strongly encouraged to provide seawall cycling info to customers, in as many languages as possible, but don't assume that just because someone is a local or speaks English that they're cycling safely and courteously. Some kind of enforcement to make sure folks are complying with the signage is also necessary.	Sep 23, 2011 8:14 AM
19	Perhaps more signs suggesting cyclists/inliners stay to the right of the path unless passing and pedestrians look before they stand on or cross the cycle/inline path.	Sep 21, 2011 4:53 PM
20	No passing signs would be helpful for cyclists during the part where the seawall narrows. Many try to pass here and it's dangerous.	Sep 21, 2011 10:47 AM
21	less signs (signs, signs, everywhere a sign...) - use smartphone gps app instead	Sep 21, 2011 10:25 AM
22	Those paper maps are very clear, but hard to come by.	Sep 20, 2011 9:29 PM
23	Designate a two way bike path from the park entrance at Georgia to Malkon bowl, the aquarium, and Brockton oval.	Sep 20, 2011 6:35 PM
24	Signage should be easier to follow, especially those on the trails.	Sep 20, 2011 5:53 PM
25	There should be a map of the trails at every trail intersection, with a "you are here" arrow.	Sep 20, 2011 5:31 PM
26	More clearly marked maps for the interior of the park, preferably at each trail intersection. The trails can sometimes be	Sep 20, 2011 1:59 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

	confusing if you are forced off the seawall (ie: due to closure).	
27	I enjoy getting lost, you find new areas	Sep 20, 2011 1:58 PM
28	A marked on how to avoid avoid car fumes when cutting through Stanley Park to get to the Lions Gate Bridge would be welcome. I appreciate being allowed to bike on the sidewalk next to the main road, but it is not a good experience.	Sep 20, 2011 1:15 PM
29	Great that you're doing the survey!	Sep 20, 2011 6:50 AM
30	It would be a good idea to make bicyclist aware of the fact that whenever the bike path on the seawall is elevated from the pedestrian path, to take EXTRA care and attention. Most accidents and mishaps witnessed happen in those areas.	Sep 20, 2011 5:40 AM
31	More signage and directions within the interior of the park. Dare I say it, but trim back the undergrowth and create more open fields for play, picnic to encourage usage within the park itself.	Sep 19, 2011 5:08 PM
32	More frequently posted trail maps	Sep 19, 2011 4:39 PM
33	Improvements - adding QR codes to link to events / restaurants / road closures / maps	Sep 19, 2011 3:56 PM
34	more signs on trails of km/mi with approx times to destination or out of destination signs on the seawall pavement for cyclists/bladers not to stop in middle of lane as well speed limit on the seawall pavement	Sep 19, 2011 3:49 PM
35	If by signage, you are including the symbols painted on the sidewalks and roadways, then I think that a much better job could be done with those. There are too few. And the few that there are, are in a dismal state. Could use some fresh paint, at least every other year. Particularly where you have pedestrians crossing and using the cycle paths, the painted symbols should be more evident.	Sep 18, 2011 11:33 PM
36	Signage for shortest route to destinations outside Stanley Park, e.g. Lions Gate Bridge, West End and Coal Harbour via Seawall and Downtown via on street bike routes.	Sep 18, 2011 6:50 PM
37	More signs at trail intersections giving directions.	Sep 16, 2011 7:05 PM
38	yes, even though I've learned the park routes over the years tourists often find the signage a challenge. Arrows with distances and destinations are better than an old wooden pole that says "lovers".	Sep 16, 2011 1:34 PM
39	Make some signs more obvious and the rules more prominent.	Sep 16, 2011 9:36 AM
40	lines on the mixed use path by the causeway are not clear / the path is too narrow for both bikes and pedestrians to	Sep 15, 2011 9:38 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

	share. Drivers often role way past the stop signs approaching the causeway.	
41	Stanley Park and Vancouver in general could use better, clearer, more signage.	Sep 15, 2011 8:58 PM
42	There definitely isn't much signage. I am often asked directions by tourists.	Sep 15, 2011 4:42 PM
43	Signs should show the direction, N,E,S W.	Sep 15, 2011 3:37 PM
44	More maps throughout the park to help with bearings	Sep 15, 2011 1:06 PM
45	There should be better signs for the one way traffic, also maybe a suggestion that fast moving bikes move to the road.	Sep 15, 2011 12:08 PM
46	there seems to be maps around the populated areas but then once you enter into the forest area it's extremely confusing and while fun, sometimes worrisome if you're trying to get some place and you're in a hurry and you can get completely turned around in there, perhaps more maps in the forest but then at the same time you want to maintain the integrity of the natural surrounding....	Sep 15, 2011 11:00 AM
47	I have been walking the Seawall for 9 year, I live in Coal Harbour. For the past two years in particular, it has been "open season" on pedestrians. I have nearly been run over three times this year and I walk defensively.	Sep 15, 2011 11:00 AM
48	For Nature's sake, please keep number of signs to a minimum.	Sep 15, 2011 10:47 AM
49	one-way directional signing	Sep 15, 2011 10:44 AM
50	Sometimes get lost in interior trails. Sometime trails end abruptly.	Sep 15, 2011 10:30 AM
51	Yes, more is needed to explain where bikes go and where pedestrians go.	Sep 15, 2011 10:24 AM
52	better marking to distinguish the difference between pedestrian and cycling paths. Posted speed limits would be good as well.	Sep 15, 2011 10:18 AM
53	signs are good and must be read by users	Sep 15, 2011 10:11 AM
54	better wayfinding (signage) along interior trails--I get lost when I do venture into the forested trails.	Sep 15, 2011 10:09 AM
55	great park!	Sep 15, 2011 10:03 AM
56	clearly mark cycling paths repeatedly as I think with the number of outside visitors using the current Seawall bike route,	Sep 15, 2011 9:17 AM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

	there is too much confusion on direction, bike lanes and pedestrian lanes. Get roller bladers off bike routes...tourists are bad enough.	
57	The signage just needs to be maintained to a reasonably vandal-proof design. All junctions must have a waypost or waymarks. Signage and Trail Names must accord with the printed maps, (most do at present).	Sep 15, 2011 7:31 AM
58	most people I talk to in the Park are lost. Many are looking for the Aquarium and can't find it. Signs from the Bus drop-off and the parking lots nearby is almost non-existent.	Sep 15, 2011 7:27 AM
59	The signs are great.	Sep 14, 2011 11:24 PM
60	More maps are needed especially within the park, with a marker as to where the person is in relation to the whole park. The interior trails are not easy to navigate as there are often no obvious landmarks to orient one's self with.	Sep 14, 2011 10:38 PM
61	Signage should be secondary to making paths and connections that are intuitive to use.	Sep 14, 2011 9:54 PM
62	There needs to be better signage indicating you should ride on the right and pass on the left. There also should be signage to alert other riders when you are passing them.	Sep 14, 2011 9:28 PM
63	I would like to explore the interior trails more, whether on bike or foot. I don't really know my way around the interior trails at all right now.	Sep 14, 2011 8:44 PM
64	It could definitely be clearer - especially for things like shortcuts on bike to Third Beach	Sep 14, 2011 8:13 PM
65	need more signage; difficult to get to Third Beach by bike without going all the way around the seawall (unless you know which trails to take)	Sep 14, 2011 7:42 PM
66	1. highlight signs indicating direction of travel, in particular wrong direction. 2. provide alternate return routes from the seawall - many tourists or occasional riders will backtrack on the to the seawall to get back to georgia street entrance typically causing potential collision with oncoming riders, or they get onto pedestrian paths. 3. more signs along prohibited riding areas to remind riders to dismount.	Sep 14, 2011 6:27 PM
67	English is my first language, but not many of my friends. Are there any alternative language signs?	Sep 14, 2011 4:50 PM
68	I'd like to see more informative/interpretive signage. Please update trail markers!	Sep 14, 2011 4:46 PM
69	Not enough signs & maps on interior trails	Sep 14, 2011 4:42 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

70	A few more directional signs, as tourists and "out of towners" frequently appear to be a little lost. Especially near the Beaver Lake area.	Sep 14, 2011 4:29 PM
71	Not enough signage re. bladders and bikers on walking path on seawall esp. towards 2nd beach	Sep 14, 2011 4:14 PM
72	Increase spending for kids and sign safety	Sep 14, 2011 4:10 PM
73	More around Beaver Lake. I was asked for directions by three different groups today.	Sep 14, 2011 4:04 PM
74	didn't see any park maps, have more signs	Sep 14, 2011 4:01 PM
75	Stop signs for pedestrians as they cross bike lanes. Markers in two-way traffic. Indicators to stay to right.	Sep 14, 2011 3:58 PM
76	Not enough "No Bikes" signage around Lost Lagoon	Sep 14, 2011 3:55 PM
77	Poor bike signs; People usually walking on the bike lanes. Sign on bike rules ie. announce when you're passing.	Sep 14, 2011 3:51 PM
78	Need better signs to separate cyclists and pedestrians.	Sep 14, 2011 3:38 PM
79	Easy with experience. Bigger, more signs, esp. near the pool. Often find tourists confused about which way to go and what is one or two way.	Sep 14, 2011 3:34 PM
80	The fewer signs the better.	Sep 14, 2011 3:30 PM
81	I've noticed signage has improved a lot in the past 5-10 years.	Sep 14, 2011 3:24 PM
82	Ping-pong tables (like Berlin)	Sep 14, 2011 3:18 PM
83	Something about the bike vs. walking paths must not be clear, especially entering the park and by the info both near Brockton Point Trail.	Sep 14, 2011 3:12 PM
84	More clearly marked where paths are share or bike/pedestrian only.	Sep 14, 2011 3:01 PM
85	Have designated passing lane signs	Sep 14, 2011 2:34 PM
86	You could make a sign for the bike/skateboard.blades lane with a symbol of a wheel and a sign with a symbol of a foot for pedestrian path. 'Wheels' vs. 'Heels.'	Sep 14, 2011 2:27 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

87	You could make a sign for the bike/skateboarder/blades with a symbol of a wheel. Symbol of a foot for pedestrian path. Wheels/Heels.	Sep 14, 2011 2:23 PM
88	Make the separation between cycling and walking clearer.	Sep 14, 2011 2:18 PM
89	Signs at eye-level might help-not sure what else would work. Also, frequently allow the pathway on the ground, etc.	Sep 14, 2011 2:10 PM
90	one-way!	Sep 14, 2011 2:07 PM
91	Some signs do not give cyclists--even at a slow pace--enough time to know/decide which way to go!	Sep 14, 2011 2:00 PM
92	Simplified, obvious, repeated, interesting (like North Van animal crossing signs) therefore memorable.	Sep 14, 2011 1:53 PM
93	More explicit signing	Sep 14, 2011 1:48 PM
94	The signage has improved over the years.	Sep 14, 2011 1:38 PM
95	No constructive suggestions because i understand and accept the multi-use requirements. However, there are so many signs for all multi-use that some points/intersections become confusing and start to appear ridiculous.	Sep 14, 2011 1:32 PM
96	No more signs as it is becoming a distraction to nature.	Sep 14, 2011 1:28 PM
97	Better signage for skateboarders, roller bladers or cyclists.	Sep 14, 2011 1:19 PM
98	Yes. Please put up a sign that tells cyclists to keep right and pass left. I didn't know this when I first moved here & many visitors don't know this rule.	Sep 14, 2011 1:15 PM
99	Add signs to Pipeline Rd. as a return option for cyclists.	Sep 14, 2011 1:03 PM
100	NO BICYCLES ON LOST LAGOON PATH. Needs pre-eminent signage.	Sep 14, 2011 12:57 PM
101	More dramatically obvious bike symbols on path, especially between points.	Sep 14, 2011 12:54 PM
102	Easy only because i know it well. More signs to remind pedestrians off bike paths.	Sep 14, 2011 12:41 PM
103	I find it easy through experience but people have a difficult time figuring out how to cycle around the seawall.	Sep 14, 2011 12:38 PM
104	All users should become aware of the policy: pedestrians first, cyclist second, cars last!	Sep 14, 2011 12:28 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

105	Clearer signage	Sep 14, 2011 12:16 PM
106	More "no bicycle" signage for the No bike/rollerblading, etc. areas.	Sep 14, 2011 12:06 PM
107	Ravine Trail still way too many bikes! Triple barricade would prevent bikes from entering.	Sep 14, 2011 11:56 AM
108	More signs	Sep 14, 2011 11:51 AM
109	Better signage-Advising bikes to stay to left and announce when you're passing.	Sep 14, 2011 11:46 AM
110	More and clearer signage of where you are in the Park	Sep 14, 2011 11:42 AM
111	More wayfinding maps.	Sep 14, 2011 11:38 AM
112	Way more signage (located @ pullouts from Seawall Path...NOT on the path); usage of universal symbolsw wherever possible! Signage should be bright! Should use lots of mini-road signs (stop, yield, etc) like Galloping Goose Trail in Victoria does!	Sep 14, 2011 11:29 AM
113	Better signs: ones that say "to where ever." Ones like these don't require a map as much familiarity.	Sep 14, 2011 11:23 AM
114	More signs to indicate route to Thrird Beach for cyclists.	Sep 14, 2011 11:17 AM
115	Some difficulty on forest trails. Suggested signage: Seawall is ONE WAY; at waterpark: This way to the Aquarium; Bikes permitted; Clear signage at 2nd Beach field; This way to English Bay/Georgia Street/Beginnign of Seawall; Prospect Point access @ Avison Trail i.e. No access to Prospect past this point.	Sep 14, 2011 11:10 AM
116	Well, if there was a way, all bikepaths should be a different colour than the pedestrian areas.	Sep 14, 2011 10:44 AM
117	Need signs from English Bay to guide p[people back to the Denman/Georgia sea where the bikes are rented from.	Sep 14, 2011 10:33 AM
118	50% of signage was not there when I rode south on Prospec->Rawlings->Lovers-->Lake->Beaver->Ravine->Pipeleline->Hanson->Park Drive->Prospect->Bridle->Second Beach	Sep 14, 2011 10:28 AM
119	It would help to have these signs at all junctions.	Sep 14, 2011 10:08 AM
120	Small maps at trail junctions or entrances would be helpful	Sep 13, 2011 8:46 PM
121	I met a tourist outside the parks board office on a weekend. Some GPS system had given the address of the board office	Sep 13, 2011 2:54 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

	as the address or Lumberman's Arch. Maybe a little sign there explaining this.	
122	yellow signs are too high but informative. All trails should have a name sign at the beginning and end	Sep 13, 2011 8:30 AM
123	A number of cyclists ignore the "Dismount" signs at Lumberman's Arch and at the Prospect Point Lighthouse, perhaps because "Cyclists Dismount" acts more like a statement than a request. The "Dismount" signs might be more effective if they were more emphatic and at eye level. Also, instructing "ALL" cyclists to dismount helps to induce compliance.	Sep 11, 2011 3:30 PM
124	A lot more signage educating cyclists that they must yield to pedestrians!!!!	Sep 11, 2011 12:11 PM
125	If there was a mobile phone app that would be great. I wonder which sections are one way when I'm on my bike and which way is the shortest	Sep 10, 2011 9:44 PM
126	BETTER SEPARATION BETWEEN BIKES AND PEDESTRIANS	Sep 10, 2011 4:34 PM
127	I have suggested for years that the directional signs should be just like those we know in everyday road travel - an arrow with ONE WAY. We cannot read text when we're cycling. It may even catch the attention of those who don't read English.	Sep 10, 2011 4:25 PM
128	I would probably see more of the park if alternate routes and attractions were signed. More signage would be great.	Sep 10, 2011 12:18 PM
129	I know my way around so I rarely use it.	Sep 10, 2011 11:56 AM
130	Trail maps are extremely useful--in fact essential for navigating the interior of the park on foot without becoming lost.	Sep 10, 2011 11:55 AM
131	Consider decision points and what might be going through peoples' heads at that point. Don't let signs simply admonish: "Don't go this way!" Instead, provide clear, obvious alternative methods that take into account where the person is most likely to be going. For example, at the moment when the seawall becomes one-way and the person has to stop, don't make it a dead end. HELP them get to their destination another way with minimal inconvenience. Guide us, don't scold us.	Sep 10, 2011 11:38 AM
132	The signage is good,	Sep 10, 2011 11:15 AM
133	More signs with maps would be nice. Also more signs indicating the way to get to a destination.	Sep 10, 2011 10:20 AM
134	I stay on the seawall so I don't get lost. The only times I have used the trails is when part of the seawall was closed and there was signage to re-route through the trails.	Sep 10, 2011 9:38 AM
135	There is already far too much signage. It is visually unappealing when you want to go for a walk to have more and more	Sep 10, 2011 8:18 AM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

	signs staring you in the face.	
136	more for rawlings connection to second beach at cross roads at ceperely meadow and playground.	Sep 10, 2011 1:38 AM
137	More trail maps and more signs at trail intersections	Sep 9, 2011 5:39 PM
138	Signage: "Pedestrians first, cycling second, car's last." This Vancouver philosophy should be stated more often.	Sep 9, 2011 4:30 PM
139	more public maps and signage on interior trails	Sep 9, 2011 4:27 PM
140	Make sure there are signs on the trails for where to get off for different destinations. I often miss my exit.	Sep 9, 2011 2:29 PM
141	I find the signage sometimes confusing especially when first getting to know the area...there is a lack of visual maps of the park that are easily found once you are in the park.	Sep 9, 2011 12:49 PM
142	Need "no bicycle allowed" on the stone pathway around lost lagoon. Always people on bikes there and it is supposed to be pedestrian only path!!!!	Sep 9, 2011 12:10 PM
143	The signs in the trails could be more visible. Color coded routes would be nice for tourist runners, a 5k, 8k, 10k would be nice.	Sep 9, 2011 12:08 PM
144	I use the seawall for walking and in the morning I use my bike around the seawall. More better signage is needed for the cyclists and pedestrians to stay within their pathways. Restriction of bikes needs to be stinger where they are requested to disembark as it is often the speeders on their cycles who don't bother to disembark.	Sep 9, 2011 9:20 AM
145	Noticed the improvements but being a long time resident not needed (good for newcomers though!)	Sep 8, 2011 10:17 PM
146	Often run into tourists that have lost their way in the prospect point area, looking for way back to Coal Harbour, signs/maps directing people back to Denman/Georgia or Coal Harbour area would be helpful.	Sep 8, 2011 2:48 PM
147	need better one- way signage and also widened cycling lane around tight blind corners btw Siwash and bridge. Area btw PB office and 2nd beach with 2-way bike traffic and pedestrians alongside road is dangerous.	Sep 8, 2011 2:16 PM
148	Don't in any way lessen car access to the park as part of some ridiculous ideological notion.	Sep 8, 2011 2:04 PM
149	I'm afraid I haven't checked out the signage.	Sep 8, 2011 1:56 PM
150	Counter clockwise direction on Seawall should be enforced / made more clear for cyclists and bladers.	Sep 8, 2011 10:11 AM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

151	More signage needed, especially at junctions. Cycling trails need to be marked as such. Full park map signs needed to help tourists find their way. More signage on seawall for one way travel and dividing pedestrians from bikers.	Sep 8, 2011 8:48 AM
152	km markers on the seawall would be nice. like highway markers. so start at the convention center at km 0 and work up to km whatever by 3rd beach or even continue past science world. Km marker each .5 km.	Sep 8, 2011 2:07 AM
153	Better signs are required for cyclists, considering the number of tourists who regularly appear lost or confused. Perhaps there could be several named routes, colour coded, to help them navigate.	Sep 7, 2011 3:16 PM
154	Signs and indicators on lanes should be much clearer. Many have worn away or are not noticeable. Cyclists often ignore notices not to ride on walkways. Suggest more and bigger notices.	Sep 7, 2011 2:58 PM
155	Perhaps different coloured signage for trails	Sep 7, 2011 2:54 PM
156	Clearer, more well defined signage. Better differentiation between the colours of the symbols & background.	Sep 7, 2011 11:44 AM
157	yes ... signage can be better improve areas where lane is narrow ... hard to do .. I know	Sep 7, 2011 11:15 AM
158	Improved signage for multi-use areas are needed, especially where pedestrians and cyclists meet or exist side-by-side	Sep 7, 2011 10:11 AM
159	Include clear, simple maps on signage	Sep 7, 2011 9:38 AM
160	Greater emphasis on the fact that road is shared and that 30K per hour is the maximum speed permitted- it is a park not a bypass.	Sep 7, 2011 7:41 AM
161	Would it be possible to orient the mapboards to match the direction the sign is situated? North should always point north,	Sep 7, 2011 6:30 AM
162	More signs on seawall regarding direction of travel and suggesting that it is not wise to stop in groups on the path itself	Sep 6, 2011 11:56 PM
163	There seems to be a lack of signage for cyclists such as indicating the Rawlings Trail as a means to get directly from 2nd Beach to 3rd Beach rather than going all the way around the park to get there. There also is no indication that there is a way for cyclists who wish to exit out of the park from the aquarium/Lumberman's Arch area without going all around the seawall	Sep 6, 2011 10:53 PM
164	Allow some MTB trails to be developed.	Sep 6, 2011 7:13 PM
165	Better trail indicators at junctions. Colour coded?	Sep 6, 2011 4:14 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

166	Share road signs by 3rd and second beach... The car vs bike situation is bad in those areas	Sep 6, 2011 2:59 PM
167	Its very unclear whats a bike path, and what's not. I've been nearly hit by cyclists who are on paths they are not supposed to be on. As a cyclist I have found myself on paths that aren't bike paths, and then no clear idea of how to get onto a bike path. Signage is key.	Sep 6, 2011 1:35 PM
168	In terms of what trails go where, the more the better and the simpler the better.	Sep 6, 2011 1:19 PM
169	Some of the interior forest signage is poor. I think there should be some maps in there.	Sep 6, 2011 10:54 AM
170	There is often a conflict with cyclists using walking paths and not yeilding despite signs	Sep 6, 2011 10:41 AM
171	Please make the pedestrian and cycling signage obvious as pedestrians and cyclists alike are sometimes oblivious to the fact that there are separated lanes. Both on the pathway and actual signage, both rereflective, would be very helpful.	Sep 5, 2011 4:26 PM
172	More maps of the trail network are needed within the forest. Also, at least one sign is WRONG: at the west end of Lake trail, at the intersection with Rawlings, the sign points south for Third Beach, but incorrectly points north for "The Teahouse." And another comment about a series of signs that may not affect locals, but are fairly misleading to tourists: near the zero km point at the seawall (i.e. near Georgia and Chilco) there are a series of signs as you walk toward the Rowing Club that point and say "City Centre: 600m, then 800m, then 1km" BUT although they do point in the correct direction of the city centre, there's NO WAY that any place that anyone would consider Vancouver's city centre is that close (600m from Georgia and Chilco will only get you to Georgia and Cardero). As a frequent tourist in other cities, I often rely on signs such as these and I'm sure tourists have been disappointed and inconvenienced by the inaccurate distances.	Sep 5, 2011 12:48 PM
173	Above refers to my experience as a runner. There is no serious bike signage in the park	Sep 4, 2011 7:04 PM
174	Signage should be more visible and in a number of languages	Sep 4, 2011 5:02 PM
175	More signs for cyclist safety, bike lane on roadway perhaps?	Sep 4, 2011 10:31 AM
176	remove vehicle traffic lanes to make more space for pedestrians and cyclists. Many sections of the seawall are narrow (for pedestrians and cyclists) and can be widened. Removing lane of traffic around Stanley Park Drive would be good.	Sep 3, 2011 11:05 PM
177	More maps of trails, pathways, roads, etc. could be posted near the bus stops, key intersections on the walking and bike paths, etc. On foot, one often has to walk for quite a distance before finding a map and realizing one is headed in the wrong direction or down the wrong path.	Sep 3, 2011 10:48 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

178	Include bicycles on trail signage	Sep 3, 2011 3:51 PM
179	clearer signage to keep pedestrians and cyclist to their own paths. I've often come around a corner only to have a bunch of pedestrians sauntering on the paths and when walking have cyclist on the foot path.	Sep 3, 2011 12:38 PM
180	There should be signage and proper trails to allow cyclists to return to park entrance at Georgia Street when they wish to end their seawall trip at the water park area.	Sep 3, 2011 12:03 PM
181	It would be nice to have better signage differentiating the cycling from the walking lanes. Especially around the Beach Ave /Park Lane area.	Sep 3, 2011 1:04 AM
182	More signs would be helpful, with a few copies of the park map, strategically placed around the park	Sep 2, 2011 10:13 PM
183	Need many more signs and a map on each sign that tells you where you are and where that trail leads, especially when there are forks. I live here and ride in the forest all the time and I still get confused. And everyone I see stopping and looking at the larger maps looks confused too. The paper maps are misleading and not up to date...very hard to tell which trails are one way etc. I would suggest whomever is on the committee for this project to get on a bike and pretend they have never been there and imagine themselves as a first time tourist and try to figure out their way around and to different destinations in the park. Not easy.	Sep 2, 2011 9:51 PM
184	i appreciate the simplicity and unobtrusiveness of the wood pegs for the forest trails. if you do have to put more signs along those trails, please keep them similarly unobnoxious!	Sep 2, 2011 6:48 PM
185	A welcome to Stanley Park...your are here sign needs to be placed at the south-end of the LGB. There are many tourists that arrive from the RV Park and Park Royal by foot and bike, as walking and riding the LGB is a FUN & FREE thing to do!	Sep 2, 2011 4:58 PM
186	I'm a fan of keeping the lesser trails unknown so to speak. Current signage is good	Sep 2, 2011 4:17 PM
187	More signage related to speed limits and yielding to road cyclists on Stanley Park Drive would be appreciated.	Sep 2, 2011 3:38 PM
188	english only	Sep 2, 2011 2:52 PM
189	It's fun getting lost in Stanley park if it happens. You learn more by getting lost.	Sep 2, 2011 2:47 PM
190	I grew up here and spent a lot of time in the park, so it is familiar. Probably get better information from people new to the park.	Sep 2, 2011 1:41 PM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

191	would be great if interior park trails had the name of the trail and possible destinations at every intersection on signs large enough to see	Sep 2, 2011 1:08 PM
192	Better signage for walkers and bikers and rollerbladers. IT is too crowded for all and I have been easily hit by all while I'm walking.	Sep 2, 2011 12:57 PM
193	I really like the km markers on the seawall for running/pacing. The signs in the interior trails are mostly great with the distance indicators. Although it is just tricky to keep your bearings when inside the park.	Sep 2, 2011 12:40 PM
194	It should be fun and interesting.	Sep 2, 2011 12:04 PM
195	There could be better detail. Often, I can only find the sign with the trail name, but no idea what that trail means, or where it will lead to. Luckily, there are so many trails so it's impossible to get lost, and you always get to your destination fairly quickly.	Sep 2, 2011 11:53 AM
196	we would use paper maps	Sep 2, 2011 11:21 AM
197	it's quite good! more map signs throughout the park could be helpful though (in particular at junctions of interior trails)	Sep 2, 2011 11:20 AM
198	I'd like to see signs throughout the park telling the stories of the park's past. Pauline E. Johnson has recorded many native legends, and the archives are full of stories from Vancouver's pioneer days. I believe this can only greatly enrich the park experience, especially for people unfamiliar with Stanley Park and our city. I'd love to help with this. (contact: nomadicpen@hotmail.com)	Sep 2, 2011 11:05 AM
199	i often have difficulty with pedestrians who walk many people across and don't want to make room for cyclists. Increased and more affective signage would be beneficial to the area. (+ more regarding where to get back on a bike after being in an area where you had to get off)	Sep 2, 2011 10:57 AM
200	It's possible to vastly improve the signage. Consider a ski-hill approach, with clearly indicated 'you are here' signs. Identify primary pathways to funnel traffic along and clearly demarcate those.	Sep 2, 2011 10:41 AM
201	Better signage where the main road/causeway intersects the forest as you end up having to dart through traffic or walk a long way to the bridge crossings	Sep 2, 2011 10:31 AM
202	I would love to see "dummy-proof" signs telling you where you are, and a list of trails that can lead you to where you want to go. Often times I just want to explore the park randomly and I would love something that tells me what's cool to check out that's right next to me at the sign. I know signs are an eyesore... but in general it would improve the quality of the experience by knowing where you are and not wasting time getting lost. Best of luck!!! :)	Sep 2, 2011 10:29 AM

Page 4, Q15. Do you have any suggestions/comments regarding signage. Please describe below.

203	Recent improvements to trail signage are excellent. Need way better markings on bike / pedestrian paths to identify direction and separation.	Sep 2, 2011 10:11 AM
204	Improve wayfinding signage in the Park! In particular, post maps where two paths intersect or in key areas in the park. You can use the same type of info poles as the rest of the city. Like this: http://www.flickr.com/photos/cygnusgroup/4344822994/ This may cut down on your need to print a lot of maps, since that info is where ppl need it. It's easy to get turned around in the interior trails, and maps in situ provide the assurance needed to get lost.	Sep 2, 2011 10:09 AM
205	The currant signage as to where to bike/walk is totally inadequate for visitors to use the park safely. i have seen accidents needing ambulance/medical care due to lack of adequate signs this year at Second Beach, at Third Beach and many, many near misses.	Sep 2, 2011 10:08 AM
206	I don't remember seeing much signage there. The last time I had to go through some bushes, trying to leave the Malkin bowl to get to the bustop at Denman and Georgia.	Sep 2, 2011 10:01 AM
207	More signage showing walking and bike path.	Sep 2, 2011 9:55 AM
208	There needs to better wayfinding signage and mapping for the interior trails, with maps at trailheads to orient people. Many people also do not know about the interior trails. On the seawall, more signage is needed to clearly distinguish the ped and bike paths and to keep pedestrians off the bike path. Pavement markings are also important - stencils on the pathways and crossing markings for pedestrians identifying where they should be crossing the bike path. Also need better signage explaining the role of rollerbladers and other users.	Sep 2, 2011 9:51 AM
209	More/some signage on the inside trails with mini-park map signs (like Pacific Spirit Park) might be helpful, but need to remain small and subtle to not take away from nature experience.	Sep 2, 2011 9:26 AM
210	More paper maps available for people to take with them.	Sep 2, 2011 9:24 AM
211	Only comment, it would be helpful to have better cycling signage. Very hard to get out of the park from Totems/Aquarium area without 'illegally' biking back along the seawall, people do it all the time.	Sep 2, 2011 9:20 AM
212	Clearer signage to enforce one-way travel on seawall, especially first portion between Coal Harbour and Totem Poles, and in vicinity of Third Beach.	Sep 1, 2011 9:56 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

1	Groups of people walking and blocking the bike lanes. Usually they don't notice there are designated sides.	Sep 30, 2011 8:37 AM
2	Walking on bike path.	Sep 29, 2011 9:57 AM
3	on the bike path on the seawall - mostly tourists though who are not clear that one side is for pedestrians, one side for bikes	Sep 28, 2011 11:48 AM
4	Occasionally there are some sketchy characters hanging around lost lagoon in the evening that make travelling around there a bit uncomfortable	Sep 28, 2011 10:25 AM
5	Mile 0, The tunnel @ ceperley park, the hill up from ceperely park to english bay.	Sep 27, 2011 5:28 PM
6	path to bus loop, by lord stanley statue on seawall (pedestrians in bike lane)	Sep 27, 2011 4:55 PM
7	The path immediately west of the Aquarium is often congested with pedestrians and difficult to ride down as they are often distracted by raccoons, squirrels or other wildlife.	Sep 27, 2011 12:03 PM
8	When it happens, it's usually when pedestrians are on the bike path side of the seawall. A bell will usually prompt them to move to the correct side of the seawall, but some do not understand, perhaps because the bike path is not clearly or vibrantly marked as such.	Sep 27, 2011 10:36 AM
9	As a Cyclist and inline skater, along English Bay, at Second Beach at the playground, across from the Totem Poles, Third Beach Pedestrians either walking on the bike paths, wandering unknowingly onto the path, or unaware in their quest to take pictures (lack of signage)	Sep 26, 2011 7:13 PM
10	The seawall. Pedestrians walking haphazardly, blocking entire path.	Sep 25, 2011 9:40 AM
11	Busy pedestrain areas like totem poles, prspect point, beaches, near playground, especially along English Bay, pedestrains walk into the bike path, walking backwards, not looking or they wander between ped a nd cyclist paths at any part of the pathways. The two paths really really should be separated.	Sep 23, 2011 10:14 PM
12	Kids on bikes + pedestrians is tricky	Sep 23, 2011 10:00 PM
13	In some places large groups of tourists/visitors form crowds that block the path. For example, at Lost Lagoon, at the south end of the stone bridge, people feed the raccoons (despite it being against the rules) and large groups of people gather to watch them. This often happens right in the place where pedestrians only have a narrow strip of dirt between the cycling path and the stone bridge which they are trying to get to. These crowds--made up of both pedestrians and cyclists--block the cycling path as well. That particular location is a disaster on all levels for both pedestrians and cyclists,	Sep 23, 2011 9:33 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

	and should be completely redesigned so that there aren't so many paths intersecting in confusing ways. (I see that this highly notorious location is NOT mentioned on the Issues Identification list, despite it also being the most common place that cyclists end up on the pedestrian-only Lost Lagoon path.)	
14	Lumberman's arch area Narrow sections of the seawall	Sep 23, 2011 4:18 PM
15	Though often have to provide directions (when I know them myself)	Sep 23, 2011 1:02 PM
16	when biking and using the same space. Not a big deal though	Sep 23, 2011 9:25 AM
17	When part of the seawall was shared between pedestrians and cyclists awhile back, I did encounter some pedestrians who appeared unfamiliar with the idea of "sharing".	Sep 23, 2011 8:19 AM
18	Pedestrians using the bike path.	Sep 21, 2011 9:36 PM
19	Sometimes on the narrow parts of the seawall	Sep 21, 2011 5:28 PM
20	Usually if pedestrians aren't looking when standing on or crossing the path meant for bikes or inliners.	Sep 21, 2011 4:59 PM
21	Sometimes they wander into the bike lane on the seawall.	Sep 21, 2011 2:17 PM
22	At the bike path near 9o'clock gun and totem poles.	Sep 21, 2011 10:49 AM
23	on seawall outside rowing club, under lions gate bridge, at second and third beach (in summer)	Sep 21, 2011 10:30 AM
24	bike vs. ped	Sep 20, 2011 10:39 PM
25	Seawall Cycling with pedestrians on Bikeway.	Sep 20, 2011 9:30 PM
26	Narrow parts of the path or areas with poor signage, joggers and strollers who think they can use the path.	Sep 20, 2011 9:05 PM
27	Pedestrians walking on the bike path on the seawall, and pedestrian/tourist traffic jams in some locations ie the totem poles	Sep 20, 2011 8:26 PM
28	Blocking the bike path.	Sep 20, 2011 5:54 PM
29	Pedestrians on Seawall bike path	Sep 20, 2011 5:34 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

30	Pedestrians on the cycle paths	Sep 20, 2011 2:21 PM
31	They don't stop in front of a crosswalk. They just cross without making sure that cars are fully stopped.	Sep 20, 2011 2:17 PM
32	I avoid actual contact, but a lot of unaware pedestrians hang out on the bike path. As I am often on the bike path, this can be frustrating. This is most common on the weekends.	Sep 20, 2011 2:03 PM
33	On the seawall, but it's not a big deal.	Sep 20, 2011 1:16 PM
34	Seawall/forest dogs off leash, nuisance. Seawall/Lost Lagoon - animal feeding, high concentration/nuisance. Forest trails - sexual activity is disturbing.	Sep 20, 2011 12:37 PM
35	There are often tourists standing on the cycling path where the buses stop outside of the totem poles	Sep 20, 2011 11:41 AM
36	Pedestrians on the cycling paths and seawall.	Sep 20, 2011 9:39 AM
37	Seawall west of Lions Gate Bridge	Sep 20, 2011 9:02 AM
38	Pedestrians on the seawall bike-path; pedestrians wandering across Stanley Park road / Lagoon Drive	Sep 20, 2011 8:41 AM
39	pedestrians on bike lanes	Sep 20, 2011 8:21 AM
40	Walking into bike path.	Sep 20, 2011 6:50 AM
41	Bottlenecks at the Totem Poles, First, second, and third Beaches and the children's park	Sep 19, 2011 5:09 PM
42	Seawall - Tourists / pedestrians on the bike path, crossing without looking, taking photos and generally unaware of bikes and cyclists	Sep 19, 2011 4:00 PM
43	as a cyclist not necessarily pedestrians, it's the dogs off leash on the wall. As a pedestrian with pedestrian, no conflict.	Sep 19, 2011 3:57 PM
44	Especially on the seawall where signage (and painted symbols on pavement) is quite inadequate.	Sep 18, 2011 11:39 PM
45	Seawall gets very crowded on weekends	Sep 18, 2011 10:05 PM
46	Seawall is very busy and some pedestrians/tourists don't know that cyclists and pedestrians have separate paths.	Sep 18, 2011 6:54 PM
47	Just the confused ones that walk in the bike and inline lanes.	Sep 18, 2011 2:30 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

48	Pedestrians walk across the bike path without looking and we nearly collide. Pedestrians use the bike path instead of their path.	Sep 16, 2011 8:50 AM
49	they are walking on the bike paths or cross without looking	Sep 15, 2011 10:27 PM
50	The path on the causeway is too narrow for both bikes and pedestrians.	Sep 15, 2011 9:40 PM
51	Sometimes people walk on the bike path	Sep 15, 2011 4:44 PM
52	wandering about on bike path, not looking when stepping on the bike path.	Sep 15, 2011 3:43 PM
53	The part of Stanley park closest to Davie & Denman is full of people and it's hard for a cyclist to gain any speed without being afraid of running someone over. As I exit the park I am usually trying to get to a friend's house and there is just too much foot traffic.	Sep 15, 2011 3:00 PM
54	On the seawall bike paths; it seems that pedestrians often don't realize that they're walking on a bike path or that they are crossing a bike path.	Sep 15, 2011 2:17 PM
55	Yes , they are walking on biking trail,I tell pedestrians that it is dangerous. ,	Sep 15, 2011 1:58 PM
56	Pedestrians often walk across or onto the bike path	Sep 15, 2011 1:07 PM
57	Runners on the wrong side of the walkway.	Sep 15, 2011 12:46 PM
58	They are walking on the bike lanes	Sep 15, 2011 12:21 PM
59	When they are on the bike path not aware it is a traffic lane.	Sep 15, 2011 12:12 PM
60	a lot of people so especially at busier times, and if you're on a bike it's hard to get around, plus kids or people don't realize certain areas are bike only!	Sep 15, 2011 11:03 AM
61	anywhere; children, tourists, inattention, uptight pedestrians	Sep 15, 2011 10:48 AM
62	Seawall; crossing bike path without looking for bicycles	Sep 15, 2011 10:45 AM
63	Pedestrians walking to biking path; poor signage.	Sep 15, 2011 10:42 AM
64	Near Totem with tourists walking backward onto path taking pictures	Sep 15, 2011 10:33 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

65	Totem pole area, Brockton point and along English Bay areas. They don't know they have crossed into a bike path.	Sep 15, 2011 10:26 AM
66	clearer signage for ped. paths	Sep 15, 2011 10:19 AM
67	Walking in bicycle path	Sep 15, 2011 10:12 AM
68	totem poles--tourists in the bike paths taking photos	Sep 15, 2011 10:10 AM
69	Devonian Park to Rowing Cluv (VCR). VCR is a cycling destination--to return home we have to go against signage	Sep 15, 2011 10:07 AM
70	People not obeying the rules.	Sep 14, 2011 11:26 PM
71	The seawall gets narrow in parts or the park is particularly crowded at certain places.	Sep 14, 2011 10:40 PM
72	Tourists especially seem to miss the bike path markings.	Sep 14, 2011 9:55 PM
73	Usually with pedestrians walking in the cycling lanes.	Sep 14, 2011 9:30 PM
74	Pedestrians walking on the bike side of the seawall, or just yelling at me for going the wrong way on the seawall out of work (aquarium). I go that way when it is dark in the interior	Sep 14, 2011 9:23 PM
75	pedestrains are on the bike path	Sep 14, 2011 8:32 PM
76	They are often walking on the half of the path for cyclists/bladers. I've also frequently experienced children running out in front of me on the path going through the Second Beach picnic area	Sep 14, 2011 8:17 PM
77	Between Second Beach and English Bay, pedestrians frequently spill onto bike path	Sep 14, 2011 7:45 PM
78	while it is understandable, most pedestrians (tourists or occasional walkers) will not be looking down on the pathway to see if it is a bike or pedestrian path. while i usually will ring my bell or slow down to pass, i have more often seen other riders speed path pedestrians.	Sep 14, 2011 6:32 PM
79	As a cyclist, I occasionally encounter unaware pedestrians while passing by Second Beach, while I'm doing laps around the park (on paved roads)	Sep 14, 2011 6:20 PM
80	Always along the west side of the seawall. Particularly along the stretch by third beach, and the section south of this which is WAY to NARROW to deal with the amount of people that use the seawall.	Sep 14, 2011 6:07 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

81	Walking on the bike path... Dumb ones (although I confess I have done it if distracted!!!)	Sep 14, 2011 5:41 PM
82	Not conflict just heavy congestion in areas like path from Park along Coal Harbour Sea walls.	Sep 14, 2011 4:53 PM
83	Crossing at English Bay; unaware of bikes.	Sep 14, 2011 4:47 PM
84	Second beach; people in big groups across path	Sep 14, 2011 4:43 PM
85	seawall	Sep 14, 2011 4:37 PM
86	on a trail; the pedestrian yelled at us	Sep 14, 2011 4:27 PM
87	seawall; pedestrians in cycle path, not watching when crossing bike path.	Sep 14, 2011 4:25 PM
88	Around Lost Lagoon; rode on gravel path before realized it was for pedestrians. Would like bikes allowed too,	Sep 14, 2011 4:22 PM
89	Everywhere; not attentive, walk on bike portion	Sep 14, 2011 4:19 PM
90	On biking paths on seawall	Sep 14, 2011 4:15 PM
91	No enforcement. Disobey signs and encroachment.	Sep 14, 2011 4:12 PM
92	Congestion, stopping around Seawall	Sep 14, 2011 4:05 PM
93	walking along seawall; people take up complete path; people walked on the wrong side of path blocking us.	Sep 14, 2011 4:01 PM
94	Slow movers on left, going the wrong way on left.	Sep 14, 2011 3:59 PM
95	Various; walking on bike lanes	Sep 14, 2011 3:52 PM
96	Seawall; too many people	Sep 14, 2011 3:48 PM
97	Cycle path-walking in bike path	Sep 14, 2011 3:42 PM
98	Many places, especially in busy areas near Coal Harbour end and at Third Beach. People walking and taking photos from bike path and hanging around on Third Beach.	Sep 14, 2011 3:39 PM
99	Seawall; walking on bicycle lane.	Sep 14, 2011 3:31 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

100	Near the info booth, some places where the bikepath is far from the walking path (like near the totem poles). People walking on the bike path.	Sep 14, 2011 3:14 PM
101	Where paths aren't clearly marked for bike only. Unaware tourists and pedestrians stepping into the path suddenly/taking photos, etc.	Sep 14, 2011 3:05 PM
102	Just before Prospect Point on Seawall.	Sep 14, 2011 2:56 PM
103	Coal Harbour Access; peds on bike path	Sep 14, 2011 2:53 PM
104	Seawall; They were crossing the bike lane.	Sep 14, 2011 2:35 PM
105	Seawall	Sep 14, 2011 2:32 PM
106	Seawall: they walk on the cycle side.	Sep 14, 2011 2:19 PM
107	Along seawall and cycle paths i.e. Chilco. Pedestrians walking on cycle path. This can be frustrating and dangerous.	Sep 14, 2011 2:14 PM
108	totem poles and beaches, photo-taking	Sep 14, 2011 2:08 PM
109	seawall, slower	Sep 14, 2011 2:05 PM
110	Seawall-using cyclist part of seawall.	Sep 14, 2011 2:01 PM
111	Tourist hotspots. People unaware of the area they are standing in.	Sep 14, 2011 1:55 PM
112	Seawall bike path. Pedestrians step on to bike path without looking.	Sep 14, 2011 1:45 PM
113	Tourist areas ie. Totems. People not looking where they are going.	Sep 14, 2011 1:40 PM
114	People walking blindly on bike/rollerblade ways	Sep 14, 2011 1:23 PM
115	Devonian Harbour Park and seawall along Coal Harbour. Mostly outside of Stanley Park-many pedestrians on bik path.	Sep 14, 2011 1:07 PM
116	Cyclists are often harrassed by pedestrians going the wrong way.	Sep 14, 2011 12:55 PM
117	Seawall, shouted.	Sep 14, 2011 12:52 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

118	Everywhere. Pedestrians on bike paths or crossingly blindly. Roads are visually obvious to pedestrians. Why are bike paths not also? Also, dogs on long leash.	Sep 14, 2011 12:43 PM
119	Seawall, congestion	Sep 14, 2011 12:19 PM
120	Probably tourists who don't know where they're going, mild.	Sep 14, 2011 12:17 PM
121	Busy intersections. People walk off the sidewalks without even looking. Beach Ave solution-fence!	Sep 14, 2011 11:58 AM
122	They're on the bike path.	Sep 14, 2011 11:51 AM
123	Poor signage. Walking on bike lanes.	Sep 14, 2011 11:48 AM
124	Seawall: pedestrians walk on bike paths.	Sep 14, 2011 11:40 AM
125	Pedestrian tourists often walk around looking at sky and talking to friends, meandering. I just had to raise my voice to caution them!	Sep 14, 2011 11:31 AM
126	Seawall, pedestrians walking on the cycling side.	Sep 14, 2011 11:24 AM
127	Seawall	Sep 14, 2011 11:20 AM
128	on the bike path on the Seawall. They are on the bike route.	Sep 14, 2011 11:18 AM
129	Seawall @ info booth; Seawall @ Totem Poles. Pedestrians crossing bike paths.	Sep 14, 2011 11:11 AM
130	Pedestrians will sometimes wander onto the bicycle path.	Sep 14, 2011 11:01 AM
131	Brockton Oval area. They were walking on the cycle path and wouldn't move aside.	Sep 14, 2011 10:52 AM
132	Especially Coal Harbour. As in question #15 above, signage isn't working.	Sep 14, 2011 10:46 AM
133	Walking on bikeway. people oblivious of the divide between bike and pedestrian lanes.	Sep 14, 2011 10:35 AM
134	Second Beach. Crossing bike path without due caution.	Sep 14, 2011 10:29 AM
135	Seawall & bike paths (trails). Pedestrians walk on bike paths. People stop in groups frequently on paths (bikes). People smoke cigarettes.	Sep 14, 2011 10:13 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

136	peds on the bike path	Sep 13, 2011 10:27 PM
137	Ocassionally they are on the cycle path when I cycle.	Sep 13, 2011 8:47 PM
138	In mixed use areas of the seawall eg: near Monk McQueens & the dog park	Sep 13, 2011 9:09 AM
139	On the narrow areas, when cyclists try to overtake me , I feel the space is too narrow and therefore dangerour for overtaking.	Sep 12, 2011 8:28 AM
140	When rollerblading or cycling, pedestrians off designated path (where there is one)	Sep 12, 2011 4:55 AM
141	wandering on to the bike path, not aware of their surroundings	Sep 11, 2011 5:54 PM
142	Occasionally, pedestrians are startled to see a cyclist on the crossing from the Totem Poles to the seawall. Many of these pedestrians are tourists from buses and horse-drawn carriages. Are those tour operators warning their customers about the bike path?	Sep 11, 2011 3:37 PM
143	Usually on the seawall, along prospect point, and at the point near third beach, and near the kids waterpark not a conflict, but always have to wait for pedestrians	Sep 11, 2011 9:59 AM
144	Walking on the bike path	Sep 10, 2011 4:27 PM
145	walking on bike path	Sep 10, 2011 12:25 PM
146	pedestrians using or lolling about on the path intended for wheels	Sep 10, 2011 12:19 PM
147	While cycling on the Seawall, pedestrians sometimes walk or stand in the bike lanes, apparently unaware of where they are supposed to walk. Also, the stretch of shared path between Second Beach and the eastern edge of the park is divided by an off-center painted line. Most users fail to interpret this as a separation between cyclists and pedestrians, and conflict is frequent.	Sep 10, 2011 12:04 PM
148	Runners who run in herds or don't understand the concept of 'stay right'.	Sep 10, 2011 12:02 PM
149	There are certain places where the distinction between cycle track and pedestrian track is not clear. People on foot don't look at SIGNS. Sure, it would be nice, but it's not reality: our society allows us, as pedestrians, to wander with minimal thought. Make the track distinctions more visceral, more physical. Colour, texture, physical divisions. Consider: if a person stumbled on point X on the cycle track from a non-standard direction (e.g. the road) would they know they were on a cycle track?	Sep 10, 2011 11:46 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

150	Along the bike path people wandering on and off taking photo's without looking what they are doing.	Sep 10, 2011 11:30 AM
151	People walking often go on the cycling half of the trails. Maybe there needs to be more of a separation of the two and more signs. Also some mention of it in tourist pamphlets and such. It tends to be tourists who don't notice and are distracted by everything else.	Sep 10, 2011 10:25 AM
152	They are on the bike path	Sep 10, 2011 9:42 AM
153	Joggers on the seawall assume it is a running track. I am walking, they are trying to go fast. They assume I should get out of their way.	Sep 10, 2011 8:25 AM
154	They are using shared paths and move sideways without warning	Sep 9, 2011 2:31 PM
155	When going along seawall but that is to be expected in some areas when its busy	Sep 9, 2011 12:52 PM
156	When running the seawall, the pedestrians often walk in large groups with strollers and block the entire path. Also people with dogs on umbilical leashes are dangerous to runners, the dog is on one side and the owner across on the other	Sep 9, 2011 12:10 PM
157	Some pedestrians walk left side, and walk on bike paths.	Sep 8, 2011 10:19 PM
158	I don't ride my bike on the seawall. I ride competitively and feel that riding a bike at 30km/h or faster on the seawall is too dangerous to even consider.	Sep 8, 2011 3:02 PM
159	btw PB office and 2nd Beach from poor design	Sep 8, 2011 2:19 PM
160	Pedestrians walking on the bike path or crossing it without looking.	Sep 8, 2011 1:58 PM
161	Pedestrians standing in the bike path on the seawall. Usually tourists, usually oblivious. I'm nice to them!	Sep 8, 2011 12:25 PM
162	on the seawall	Sep 8, 2011 11:00 AM
163	Occupying full width of path; failure to grant right of way.	Sep 8, 2011 10:21 AM
164	Everywhere. Not enough signage designating / separating pedestrian path from cycle path. Maybe paint bike path different colour. Tourists ignore or can't read signs but colour might get their attention. Current signs are too high. Better enforcement would be good too. Volunteer/paid students to patrol seawall and offer assistance to all people.	Sep 8, 2011 9:04 AM
165	crowded seawall while running	Sep 8, 2011 6:45 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

166	peders on the cycling path constantly, especially around vancouver rowing club. Not a huge issue but have to ring bell constantly. maybe blue or green tinting or colored asphalt would help.	Sep 8, 2011 2:12 AM
167	pedestrians on what are supposed to be bike paths	Sep 7, 2011 10:11 PM
168	Some pedestrians do not seem to be aware that they are walking on the cycling path.	Sep 7, 2011 9:34 PM
169	Seawall cycle track. You always need to assume they will wander in front of you. Some have been belligerent about their right to walk on both sides, ie in the cycle track.	Sep 7, 2011 3:20 PM
170	Seawall: pedestrians ignoring cycle-only lanes / areas. Larger groups of pedestrians that insist upon walking side-by-side, abreast, encroaching on cycling lanes.	Sep 7, 2011 12:28 PM
171	It can be challenging passing pedestrians on the causeway sidewalk. Most of them have headphones in and can't hear my bell or voice. There should be a separate path for cyclists parallel to the causeway.	Sep 7, 2011 11:12 AM
172	The path between Ferguson Point and 2nd Beach can be challenging with pedestrians and cyclists not keeping to their own areas. Other areas tend to be where crosswalks appear along the road. Some of these are in blind spots (corners in the road or hidden by bushes) and pedestrians can appear quite suddenly. The crosswalk near the Totem Poles is often to busy, other road users have to wait a very long time for a clear spot. Maybe a light here would make sense? I love riding the Seawall, it's so beautiful, but I choose not too because I find it way too stressful. People don't follow the rules (of common sense and our the road). Some cyclists ride the wrong way, pedestrians walk in the bike path, children suddenly dart onto the bike path, dogs, roller bladers... it's just too stressful.	Sep 7, 2011 10:19 AM
173	On seawall. Pedestrians walking on bicycle path.	Sep 7, 2011 10:13 AM
174	On parts of the seawall where there is not enough space!	Sep 7, 2011 10:03 AM
175	Peds walking on cycle paths	Sep 7, 2011 8:15 AM
176	The seawall can be packed on sunny days, and it seems that many people (pedestrians, cyclists and skaters alike) don't understand the set up. I don't think it's particularly dangerous, it's just annoying. Better signage that explains how the seawall route works and provides clear and attractive alternatives for cyclists and skaters travelling in the opposite direction would probably help a lot.	Sep 7, 2011 7:53 AM
177	when they are standing on the bike path. 'conflict' is overstating it though	Sep 7, 2011 7:29 AM
178	Occasionally pedestrians stop on the cycling paths.	Sep 7, 2011 6:34 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

179	Walking in large clusters; not on designated path; erratic movements	Sep 6, 2011 11:57 PM
180	pedestrians on bike path	Sep 6, 2011 11:32 PM
181	Pedesrtrians on seawall cycling path. Usually no conflict; just wait for them to get off	Sep 6, 2011 10:54 PM
182	Sea wall is brutal when on a bike. Tourist don't seem understand the usage of lanes	Sep 6, 2011 7:14 PM
183	They walk on bike paths	Sep 6, 2011 1:36 PM
184	Sometimes pedestrians are unaware (oblivious to!) of other park users (cyclists, and other pedestrians alike)	Sep 6, 2011 1:35 PM
185	Seawall: riders riding clockwise around the path, people walking on the bike path. All apparently oblivious to the signs painted on the asphalt.	Sep 6, 2011 1:22 PM
186	Crossing lines... They don't look before crossing the street and I always have to break last minute...	Sep 6, 2011 1:00 PM
187	Pedestrians in bike lane	Sep 6, 2011 12:47 PM
188	Seawall - pedestrians not paying attention	Sep 6, 2011 12:37 PM
189	Large groups walking abreast	Sep 6, 2011 12:14 PM
190	Not conflict but just asking people on bike path to move.	Sep 6, 2011 10:57 AM
191	seawall too busy, too many conflict points between bikes & peds	Sep 6, 2011 10:40 AM
192	Seawall near totem poles. Ped bike space not clear.	Sep 6, 2011 8:28 AM
193	They wander over onto the bicycle half of the path.	Sep 5, 2011 10:15 PM
194	Either at the totem poles or at english bay.	Sep 5, 2011 4:27 PM
195	Cycling in Stanley Park (on the seawall or paved areas) can be chaotic when we have nice weather because pedestrians tend to use both sides of a path instead of simply using the pedestrian side.	Sep 4, 2011 2:14 PM
196	They are walking on the cycling paths	Sep 4, 2011 9:41 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

197	high traffic times on seawall	Sep 4, 2011 9:38 AM
198	Pedestrians walking on the bike path part of the seawall or other designated bike path	Sep 4, 2011 7:27 AM
199	people walking on destinated cycling paths	Sep 4, 2011 12:50 AM
200	they often not sure where to go.	Sep 3, 2011 11:07 PM
201	They're walking on the bike paths.	Sep 3, 2011 6:28 PM
202	Tourists and others are unaware that cyclists have needs too.	Sep 3, 2011 3:56 PM
203	Walking or standing on bike path	Sep 3, 2011 12:50 PM
204	Pedestrians ambling along on cycle paths.....DANGEROUS! Also crossing bike paths without looking.	Sep 3, 2011 12:39 PM
205	Seawall	Sep 3, 2011 12:09 PM
206	walking on seawall bike paths, walking on roadways	Sep 3, 2011 10:32 AM
207	Pedestrians walking in the bike path.	Sep 3, 2011 9:19 AM
208	On the seawall when people are walking or standing on the cycling path.	Sep 3, 2011 9:08 AM
209	Pedestrians consistently walk on paths designated for cycling and rollerblading.	Sep 3, 2011 7:15 AM
210	Pedestrians on the cycle lane	Sep 3, 2011 1:06 AM
211	near Lost Lagoon in the underpass where you can have many different modes of transportation	Sep 2, 2011 10:18 PM
212	People don't know there are separate bike/walk paths and walk on the bike path. The path is not consistently on the same side throughout the park and seawall either so it's confusing. Also where the path is shared it is not clear sometimes and pedestrians inadvertently walk in the path of bikes.	Sep 2, 2011 10:02 PM
213	Too many bodies on the seawall.	Sep 2, 2011 8:56 PM
214	seawall near totem poles. They just do not understand that bike traffic moves there	Sep 2, 2011 8:14 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

215	as a biker along the seawall- the choke point by the lighthouse on the east point is awful in terms of pedestrian bottle-necking.	Sep 2, 2011 6:52 PM
216	Everywhere along the seawall - it is extremely difficult to cycle with pedestrians also walking - despite there being road markings to separate the two, people still walk and cycle on the opposite sides.	Sep 2, 2011 6:29 PM
217	Once, twenty-five years ago on the Seawall. I then realized that it was better if I wanted to ride fast to stick to Park Drive.	Sep 2, 2011 4:58 PM
218	Pedestrians walking on bike lanes.	Sep 2, 2011 4:46 PM
219	Pedestrians walking on seawall bike path or median when their path is too busy, pedestrians crossing bike path without warning at locations other than intersections.	Sep 2, 2011 4:30 PM
220	Seawall. Usually tourists in the middle of bike paths	Sep 2, 2011 4:23 PM
221	People walking or standing in the bike lane (sometimes on their cell phones), oblivious to being on a bike road. Large groups of tourists walking en masse and covering all pedestrian and bike paths.	Sep 2, 2011 4:17 PM
222	At the bottom of the hill from prospect point I had a minor collision with a tourist who was trying to cross the road.	Sep 2, 2011 3:43 PM
223	Pedestrians tend to wander out onto the main roadway or onto the cycling path without looking.	Sep 2, 2011 3:05 PM
224	They'll be on the bike path.	Sep 2, 2011 2:49 PM
225	They walk across on a 2 way multi-use path.	Sep 2, 2011 2:34 PM
226	Clueless pedestrians wandering onto bike paths.	Sep 2, 2011 2:20 PM
227	Riding bike on seawall - pedestrians often walk on bike path.	Sep 2, 2011 2:20 PM
228	Bike paths badly marked, pedestrians often walk on bike path.	Sep 2, 2011 1:57 PM
229	Along the seawall. Usually pedestrians who are unaware of the division between the "lanes" or who step out in front of you to get somewhere.	Sep 2, 2011 1:56 PM
230	We load boats for regatta and have to pass a pedestrian pathway	Sep 2, 2011 1:55 PM
231	They frequently step onto or stop on the cycle paths without looking. I stopped riding there because it is so stop and go,	Sep 2, 2011 1:45 PM

Page 5, Q16. While moving through the Park I have had a conflict with....

	often having to slam the brakes or swerve to avoid an unexpected move by pedestrians. Not really good for a leisurely ride around the seawall as you are so nervous watching out for such things.	
232	On seawall pedestrians often walk on bike path and swear at you or refuse to move if you say they are on the bike path. Children have also been close to or on bike path without parents, and have crossed path without looking.	Sep 2, 2011 1:37 PM
233	pedestrians walking on the bike lane on seawall	Sep 2, 2011 1:11 PM
234	standard tourist busy weekends, nothing major but there are the odd person walking or riding bikes on the wrong path.	Sep 2, 2011 12:55 PM
235	When cycling on the seawall, traveling slowly, they use the wrong lanes and stop in inappropriate places.	Sep 2, 2011 12:48 PM
236	Walkers are often 3-5 people across on the seawall when I am trying to run. Groups of people standing in the middle of the path oblivious to other people.	Sep 2, 2011 12:42 PM
237	Often are walking or standing on the cycling path	Sep 2, 2011 12:41 PM
238	Lots of them and it's hard to get by	Sep 2, 2011 12:40 PM
239	On the seawall - pedestrians rarely have any respect for the cycle path and are often aggressive to those of us on bikes. I've had many occasions where someone has wandered out in front of my bike and then been angry at me for being a bike on the bike path. We need better signage for pedestrians, more education about taking responsibility for yourself on the sea wall (look both ways, respect that there are bikes present) and possibly dividers that clearly mark where each side is.	Sep 2, 2011 12:37 PM
240	I would recommend that all walkers wear proper safety gear. As car drivers are often driving way too fast in the park, pedestrians should be encouraged to wear helmets and hi-viz safety vests.	Sep 2, 2011 12:08 PM
241	Pedestrians walking on bike path.	Sep 2, 2011 12:04 PM
242	taking up both sides of lane on seawall	Sep 2, 2011 11:55 AM
243	Once, when the seawall was closed, and pedestrians were shifted on to the road, one pedestrian yelled at a cyclist to get off the path, even though the pedestrian was walking down the middle of a designated bike path.	Sep 2, 2011 11:55 AM
244	Seawall: park entrance to totem poles. Too much congestion. When running at 20 km/h or faster, most of the time I have to resort to using the bike path during the summer. No real issue in other seasons.	Sep 2, 2011 11:22 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

245	Typically conflicts are with large groups of pedestrians near crossings, often because pedestrians are not looking for cyclists or do not speak English.	Sep 2, 2011 11:16 AM
246	Just the usual with pedestrians obstructing the cycling/skating paths, or large groups taking up an entire trail through the forest. No big deal, though I worry about the risk of collision with cyclists with the latter situation. A cyclist being forced off the trail could easily get injured.	Sep 2, 2011 11:12 AM
247	I know that riding my bike along the seawall means going very slowly with people who aren't very aware of people passing them from behind, so I usually take Park Drive.	Sep 2, 2011 11:11 AM
248	people walking on the bike section of seawall	Sep 2, 2011 11:07 AM
249	along the lower sea wall paths. they won't stay on their side/want to walk 3 people across/ think i don't have a right to be there. a barrier of some sort would be good. something with plants on it? ivyn would survive winter.	Sep 2, 2011 10:59 AM
250	Because they walk on the part of the pathway designated for cyclists	Sep 2, 2011 10:53 AM
251	As a cyclist, at the entrance to the seawall before the aquarium, after the tunnel, in the general area where everyone merges into the seawall	Sep 2, 2011 10:46 AM
252	seawall	Sep 2, 2011 10:43 AM
253	Pedestrians on the bike path	Sep 2, 2011 10:36 AM
254	Congestion on the seawall	Sep 2, 2011 10:35 AM
255	The Seawall is the worst. In many spots you have to slow down, WAY down, in order not to run someone over with your bike. A lot of tourists don't pay attention to where they are and that there is traffic backloging behind them taking pictures ;)	Sep 2, 2011 10:32 AM
256	Pedestrians who think they may walk wherever they damn well please. there needs to be signage and enforcement of seperate paths.	Sep 2, 2011 10:30 AM
257	Pedestrians on bike portion of seawall	Sep 2, 2011 10:29 AM
258	Pedestrians not looking before they cross the bike path. Pedestrians walking directly on the bike path.	Sep 2, 2011 10:27 AM
259	The signage is inadequate. The pedestrians walk on the bike path unaware that they're in danger. Worse, they let their	Sep 2, 2011 10:17 AM

Page 5, Q16. While moving through the Park I have had a conflict with....

children run around on the bike path unsupervised. I've also had near accidents several times this year with pedestrians standing on the bike path on a blind corner at Siwash Rock to take pictures. I've had near misses with pedestrians at the Georgia St park entrance because the path is combined here and there is a complex junction. I have also had an accident this year (and one last year) with an unleashed dog running on the bike path while it's pedestrian owner texted while walking on the ped path. I've also had problems getting past peds who were on the bike path at the Rowing Club area because there were so many of them they had to take over the bike path to be able to get through.

260	Seawall path - generally pedestrians are unaware of separation between pathways and do not treat the cycle path as a "road". Tourists taking photos standing in the bike path, etc.	Sep 2, 2011 10:13 AM
261	There are pedestrians walking in the bike paths -- especially in highly congested areas (from Coal Harbour to the Totem Poles). I find that behaviour highly annoying!	Sep 2, 2011 10:09 AM
262	I get annoyed when they walk four abreast on the seawall, but not really a conflict...	Sep 2, 2011 10:02 AM
263	They are on the bike path.	Sep 2, 2011 9:56 AM
264	Tourists often don't understand or know that they are walking on or across a bicycle path.	Sep 2, 2011 9:45 AM
265	Seawall; individuals not staying on the pathway specified for cycling/rollerblading	Sep 2, 2011 9:44 AM
266	Careless dog walkers with dogs off leash or on a too-long leash. Leash laws to not seem to be enforced in the park.	Sep 2, 2011 9:37 AM
267	Me on bicycle, they wandering on cycle paths.	Sep 2, 2011 9:37 AM
268	Pedestrians walking on the bike path who don't understand there's a path designated for them.	Sep 2, 2011 9:29 AM
269	on the seawall. they enter the bike lane. by the totem poles they wander across the road without looking.	Sep 2, 2011 9:28 AM
270	Pedestrians are often unaware of the bike paths, and I've sometimes had adults, children and dogs unexpectedly step in front of my bike. I'm careful, but it is nerve-wracking.	Sep 2, 2011 9:28 AM
271	They like to walk on the cycling path and frequently don't look for bikes when they step out.	Sep 2, 2011 9:26 AM
272	Pedestrians on bike lanes, taking photos, walking in large groups, etc. I am using 'conflict' lightly, as it is just mildly annoying because you can't keep a flow.	Sep 2, 2011 9:22 AM
273	same answer as below for cyclist conflicts.	Sep 2, 2011 8:03 AM

274 Pedestrians on cycle path (seawall).

Sep 1, 2011 10:01 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

1	Speed of cyclists - too slow or too fast.	Sep 29, 2011 9:57 AM
2	on the seawall, occassional cyclists going the wrong way on the one way system. not sure what you could do about this in that the signage is already really clear.	Sep 28, 2011 11:48 AM
3	Cyclists that race around lost lagoon! It's a no-bike zone but a lot of people don't care. Or the cyclists that head the wrong direction around the sea wall	Sep 28, 2011 10:25 AM
4	Everywhere! The ones going to 3rd beach via the seawall in the wrong direction!	Sep 27, 2011 5:28 PM
5	Along the sea wall is my most frequent problem but also some of the of the trails and even on the road. A lot of cyclists seem to go the road they want to for their easiest trip no matter who they may get in the way of. Their desire for speed especially at blind or choke points.	Sep 27, 2011 12:57 PM
6	When driving home from work, I often find cyclists on the roadway feel they are entitled to 'take the lane' even when there is lots of traffic backed up behind them. It is stressful and causes drivers to take chances to get around them. Also with that comes the animosity from both sides. I think that because of the signage that states "vehicles must yield to cyclists" this I feel creates the attitude of entitlement.	Sep 26, 2011 7:13 PM
7	Seawall. People going too fast or barely able to ride a bike.	Sep 25, 2011 9:40 AM
8	Tourists on bikes, often don't understand signs and are going the wrong way, other cyclists coming from intersections who don't look as they turn onto a new path.	Sep 23, 2011 10:14 PM
9	Kids on bikes + hard-core cyclists can also be tricky	Sep 23, 2011 10:00 PM
10	I walk in the park regularly, and I always encounter cyclists on pedestrian-only forest trails. Sometimes they are going very fast. Sometimes they are in large groups. At Lost Lagoon, there are frequently large numbers of cyclists on the pedestrian-only path around the Lagoon (often they enter the path at places where it looks like the pedestrian path is a continuation of the cycling path, when in fact they are supposed to turn.) On the foot path that goes from Second Beach to English Bay above the Seawall (along the road) cyclists coming from the west end up on the foot path because it looks like it's a continuation of their lane from the cycling path, when in fact their two lanes have merged into one. Regarding the pedestrian underpass east of second beach (#17 on the Issues Identification list) the problem is that there are pedestrian paths that lead right to this underpass, which then abruptly end, leaving pedestrians nowhere to go and forcing them to walk (quickly and carefully) through the "cyclists only" underpass. This is bad design, as the pedestrians are channeled to this spot and then abandoned. Pedestrians must somehow be accommodated by this underpass.	Sep 23, 2011 9:33 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

11	At all the choke points you have listed where bikes meet walkers. Plus where cyclists and skaters go the wrong way - again well covered by your guide. Most cyclists and skaters are very polite but the volume is causing problems especially on sunny weekends.	Sep 23, 2011 1:02 PM
12	They do not stay in their path and lanes There are somany cyclist on weekends (many inexperienced) that there is no pleasure in walking in the park - it is not safe.	Sep 23, 2011 10:06 AM
13	I was run off the bike path by another cyclist who was not looking where he was going. (He was riding along taking photos, paying attention to the scenery instead of where he was going.) I was seriously injured, breaking several bones, and requiring surgery. There is also a young man who often rides a recumbent bike through the park, who is an exceptionally discourteous rider responsible for many near-crashes.	Sep 23, 2011 8:19 AM
14	Cyclists do not respect pedestrians and some of them are rude. I am a cyclist and I find the behaviour of some cyclists embarrassing.	Sep 22, 2011 11:03 PM
15	Cyclists using the pedestrian paths.	Sep 21, 2011 9:36 PM
16	Usually if cyclists aren't staying to the right of the path or if they stop or otherwise clog the path without looking to see if anyone is behind them.	Sep 21, 2011 4:59 PM
17	Going the wrong way. Trying to pass when unsafe.	Sep 21, 2011 10:49 AM
18	going wrong way, or way too fast...and passageway under causeway still confuses people	Sep 21, 2011 10:30 AM
19	Wrong way cyclists, and biking too slow, and biking on ped paths	Sep 20, 2011 9:30 PM
20	Tourists who stop abruptly in narrow areas or who want to take photos and have no safe place to stop. Broken down rental bikes.	Sep 20, 2011 9:05 PM
21	Cyclists going the wrong way on the seawall, and cyclists going different speeds in the narrow sections	Sep 20, 2011 8:26 PM
22	Many going the wrong way on the one way section of the seawall	Sep 20, 2011 6:48 PM
23	Going the wrong way on the bike path near coal harbour.	Sep 20, 2011 6:37 PM
24	Travelling in the wrong direction, blocking bike path.	Sep 20, 2011 5:54 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

25	Novice cyclists wandering slowly all over the place, cyclists stopped in the middle of the bike path, etc	Sep 20, 2011 5:34 PM
26	Cyclists going the wrong direction or too slow	Sep 20, 2011 2:21 PM
27	Some people do not pay attention to the bicycle and walking paths. They need to be more visible. There are cycling tourists in the walking lane and walking tourists in the cycling lane.	Sep 20, 2011 2:17 PM
28	Sometimes cyclists go the wrong way on the one way strip.	Sep 20, 2011 2:03 PM
29	If they are on the wrong path and I am walking.	Sep 20, 2011 1:16 PM
30	Lost Lagoon gravel trails - cyclists disturbing quiet.	Sep 20, 2011 12:37 PM
31	I often see cyclists going the wrong direction on the cycling path, specifically from the totem poles back to the entrance to the park. They don't know how to get back without going all the way around the park	Sep 20, 2011 11:41 AM
32	On seawall, moving too slowly	Sep 20, 2011 10:53 AM
33	Cyclists on the pedestrian paths and seawall.	Sep 20, 2011 9:39 AM
34	Wrong way riders.	Sep 20, 2011 9:02 AM
35	Occasional (tourist) cyclists on the seawall pedestrian path; very rarely cyclists speeding down Bridle or Rawlings trails	Sep 20, 2011 8:41 AM
36	bikes travelling in the wrong direction, or blocking the path	Sep 20, 2011 8:21 AM
37	Seawall - going the wrong way, going too slow, going too fast, stopping in the middle of the path	Sep 19, 2011 4:00 PM
38	As a cyclist conflict with cyclists, path is too narrow for stopping in the middle of the path, which jams the pathway.	Sep 19, 2011 3:57 PM
39	Particularly with cyclists going against the indicated (with arrows) direction of travel.	Sep 18, 2011 11:39 PM
40	see above	Sep 18, 2011 10:05 PM
41	Where some riders are blocking the riding path by riding abreast. I do not think children under 5 should be allowed to ride on it on the little kiddy bikes and such. It is a danger to themselves and others. Their parents should know better. But	Sep 18, 2011 2:30 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

	usually these are ethnic immigrants and seem to not realize the danger.	
42	local cyclists ignoring the one way seawall.	Sep 16, 2011 1:39 PM
43	Bicycle Dismount areas. Along the seawall when there are too many bikes on the cycling path. Lost lagoon trail.	Sep 16, 2011 9:36 AM
44	On narrow pathways sometimes cyclists try to pass in unsafe conditions. Cyclists sometimes don't follow normal rules of the road at intersections and I've had to stop suddenly to avoid a collision.	Sep 16, 2011 8:50 AM
45	when they are going the wrong direction	Sep 15, 2011 10:27 PM
46	Again, narrow path with no passing room. The odd time there is also a cyclist going the wrong direction on the sidewalk.	Sep 15, 2011 9:40 PM
47	I haven't had any confrontations, but get angry with cyclists who are riding dangerously on pedestrian paths.	Sep 15, 2011 8:59 PM
48	There are often large groups of inexperienced cyclists that stop in the path or go slowly blocking the path to faster cyclists	Sep 15, 2011 4:44 PM
49	Going the wrong way, not keeping to the right.	Sep 15, 2011 3:43 PM
50	Seawall bike paths; some cyclists aren't very conscientious with others using the pathway. Pet peeve: people riding side by side and taking up more space than should be required. Also, some cyclist are unaware that some areas of the bike paths are 1-way, this should be made more obvious.	Sep 15, 2011 2:17 PM
51	on sea wall they are racing ...this is not the place for expert cyclist to practice	Sep 15, 2011 1:58 PM
52	On the walkway.	Sep 15, 2011 12:46 PM
53	Coming the wrong way to get to third beach, But I don't think the problem is signage. I think that there is not easy way to get a road bike to third beach without A) riding through the full park. or B) riding in head on traffic.	Sep 15, 2011 12:12 PM
54	perhaps because I am one, I understand and we don't get in the way, unless there is a lot of bikers and then it's just a bike jam, but that's a good thing because it means people are biking, not driving, so I'm still happy!	Sep 15, 2011 11:03 AM
55	Seawall-from Jack Poole Plaza tp Totem Poles mainly. Bikes in pedestrian lanes; fast moving bikes moving into pedestrian lanes to get around slower moving bikes. Too many rental bikes. Even a couple electric or motor scooters this year!	Sep 15, 2011 11:03 AM

Page 5, Q17. While moving through the Park I have had a conflict with....

56	At interchanges areas, poorly marked areas.	Sep 15, 2011 10:50 AM
57	Seawall; going the wrong way. Big groups taking up entire Seawall.	Sep 15, 2011 10:45 AM
58	they go too fast and dont respect pedestrians. they think they own the park.	Sep 15, 2011 10:44 AM
59	Lumberman's Arch, Third Beach, Prospect Point. Cyclists should walk bikes through areas where signs say to dismount. 90% of cyclists do not comply. Need some enforcement!	Sep 15, 2011 10:42 AM
60	Seawall; I rarely have conflict to I see people upset sometimes, usually over space/direction of travel.	Sep 15, 2011 10:37 AM
61	On Seawall-speeding (or too slow) or going wrong way (path too narrow). You have to be careful.	Sep 15, 2011 10:26 AM
62	clearer signage for cycling paths/posted speed limits	Sep 15, 2011 10:19 AM
63	Sharing the roadway. Would prefer if cyclists had their own separated lane	Sep 15, 2011 10:15 AM
64	too fast	Sep 15, 2011 10:12 AM
65	Devonian Park to Rowing Club. Southbound cycling traffic is problematic but neccessary.	Sep 15, 2011 10:07 AM
66	1. On the seawall where cyclists don't dismount where they are required to - the offenders are well likely to be seniors. 2. One instance where a shrubbery needs cutting back, near a car park near the Information Hut (painted warning on tarmac exists, I think). Pedestrian path meets and crosses cycle track. Can't see fast cyclist coming at dusk.	Sep 15, 2011 7:37 AM
67	People not obeying the rules.	Sep 14, 2011 11:26 PM
68	The seawall is narrow at times, preventing easy passing of slower cyclists.	Sep 14, 2011 10:40 PM
69	Tunnel by third beach.	Sep 14, 2011 10:06 PM
70	Usually with cyclists who don't warn when they are passing or with slow cyclist riding in clusters.	Sep 14, 2011 9:30 PM
71	New rental bike riders seem unsure of the rules and not aware of the space around them. Lycra clad racers want people out of their way.	Sep 14, 2011 9:23 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

72	cyclists on main car route taking up entire roadway.	Sep 14, 2011 8:47 PM
73	not enough room on seawall to pass other cyclists. sometimes cyclists go the wrong way.	Sep 14, 2011 8:32 PM
74	Other cyclists who don't watch where they are going; ride side by side, so you can't get past; suddenly stop in the middle of the path; tourists who can barely stay on a bike	Sep 14, 2011 8:17 PM
75	often not enough room to pass	Sep 14, 2011 7:45 PM
76	Have to watch out for the cyclists on the road and on the seawall - no verbal conflict though.	Sep 14, 2011 6:42 PM
77	cyclists backing out of the entry part of the seawall. there are not exit or rerouting for riders that change their mind and think they have to go around the entire seawall, so they will just turn around and either ride out the wrong way on the bike path, or ride on the pedestrian side. both are potential for collision and accidents.	Sep 14, 2011 6:32 PM
78	There are generally two speeds of cyclists: slow tourists and fast locals. The locals are riding for speed, the tourists are riding to look at the scenery, the seawall should be wider to accomodate both cycling uses.	Sep 14, 2011 6:07 PM
79	Really aggressively riding cyclists.	Sep 14, 2011 5:41 PM
80	When they don't get off in WALK ONLY areas	Sep 14, 2011 4:57 PM
81	Dismount areas especially seawall by Prospect Point; I dismount but they don't. I see cyclists run over or cause near misses too often.	Sep 14, 2011 4:53 PM
82	Lighthouse; people aren't getting off bikes.	Sep 14, 2011 4:47 PM
83	seawall; cyclists going too fast	Sep 14, 2011 4:43 PM
84	Seawall; most of the time they are using the pedestrian path.	Sep 14, 2011 4:41 PM
85	seawall; cycling on pedestrian side, cycling in wrong direction, riding too fast	Sep 14, 2011 4:37 PM
86	The fact that some parts of the bike path gets congested where these paths are rather shallow.	Sep 14, 2011 4:31 PM
87	seawall; travelling in the wrong direction	Sep 14, 2011 4:25 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

88	Everywhere; going wrong way, going too slow without leaving room.	Sep 14, 2011 4:19 PM
89	bikers and bladers on seawall walking path. we need painted signs on the path.	Sep 14, 2011 4:15 PM
90	Seawall-paved areas. More room, more signage, spend money.	Sep 14, 2011 4:12 PM
91	Seawall; bigger groups hard to pass	Sep 14, 2011 4:05 PM
92	rude, no manners, too many. Pedestrians are losing right to enjoy a stroll around the Seawall.	Sep 14, 2011 3:56 PM
93	in areas they're suppose to walk their bikes	Sep 14, 2011 3:52 PM
94	Interior trails and Lost Lagoon	Sep 14, 2011 3:48 PM
95	Seawall; cyclists with bike trailers blocking the path. Children and groups blocking the path.	Sep 14, 2011 3:42 PM
96	Cyclists going the wrong way on one-way section at Coal Harbour End.	Sep 14, 2011 3:39 PM
97	Seawall; bikes on pedestrian path. Going the wrong direction.	Sep 14, 2011 3:31 PM
98	They never walk their bikes @ Prospect Point or Third Beach. They go the wrong way.	Sep 14, 2011 3:28 PM
99	Cyclists on pedestrian path between Prospect Point and 2nd beach mostly.	Sep 14, 2011 3:25 PM
100	Going the wrong way on the seawall, not dismounting when required, speeding past when I'm biking.	Sep 14, 2011 3:14 PM
101	On the seawall; Mostly people whom aren't familair with cycling etiquette. eg. language understanding by tourists of what passing on left means. Solution: symbols.	Sep 14, 2011 3:05 PM
102	All over; soem are slower or sometimes cyclist stops but do not move to the side of the bike lane.	Sep 14, 2011 2:59 PM
103	Tourists goping wrong way on Seawall or road by Prospect Point Hill.	Sep 14, 2011 2:56 PM
104	?	Sep 14, 2011 2:53 PM
105	Lost Lagoon/ English Bay-->Second Beach. They insist on biking in pedestrian only areas. Are abusive and nasty.	Sep 14, 2011 2:46 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

106	Too many in tight area.	Sep 14, 2011 2:35 PM
107	seawall	Sep 14, 2011 2:32 PM
108	at intersections of bike and pedestrian paths confusion of the right of way	Sep 14, 2011 2:30 PM
109	Tourist/sightseers on bikes tend to stop roght in the middle of the bike path abruptly. I watch out for this to avoid it.	Sep 14, 2011 2:28 PM
110	Seawall: they don't stay to the left, pass on the right and wear headphones so they can't be alerted to others.	Sep 14, 2011 2:19 PM
111	Where the paths are 2-way or one-way. 2 way: paths too narrow, 1-way: cyclists travelling the wrong way or side-by-side, preventing passing.	Sep 14, 2011 2:14 PM
112	junction-especially near tunnel under Georgia.	Sep 14, 2011 2:08 PM
113	Seawall-not hearing bell/voice when I want to pass--heads often "plugged in" and "tuned out" from the world around them.	Sep 14, 2011 2:01 PM
114	Coal Haqrbour to Canada Place, First Beach to Yaletown. Riding side-by-side, staying right.	Sep 14, 2011 1:55 PM
115	Lost Lagoon to Bayshore Hotel. Using wrong access.	Sep 14, 2011 1:50 PM
116	brick pathways	Sep 14, 2011 1:46 PM
117	Lost Lagoon/Beaver Lake. Ridingbikes where not allowed. Ignoring signage, riding too fast, riding off paths, cyclist not being educated about traffic rules ie. stay to the right.	Sep 14, 2011 1:40 PM
118	Seawall in general-not usually at intersections. Usually cyclist moving on segregated sections way too fast and not prepared to slow down if runners/walkers step into cycle path to avoid other pedestrians.	Sep 14, 2011 1:36 PM
119	Lost Lagoon- when they are riding around Lost Lagoon!	Sep 14, 2011 1:29 PM
120	People going wrong way on Seawall. Tough to pass slow bikes.	Sep 14, 2011 1:23 PM
121	Going in wrong direction from English Bay to Second or Third Beach.	Sep 14, 2011 1:20 PM
122	On the west side nearing 3rd beach. Cyclist with baby carriage was upset because I slowed down as I passed, but did not	Sep 14, 2011 1:16 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

	get off my bicycle to use footpath. Even mothers with carriages need to share the path with other cyclists.	
123	Seawall, slower, younger cyclists.	Sep 14, 2011 1:12 PM
124	Between Lions Gate and Siwash Rock; near Tacht Club; Devonian Harbour Park. Narrow sections can be crowded. Alternatives, new trails could be developed through Devonian Harbour. Others are more constrained by topography.	Sep 14, 2011 1:07 PM
125	Lost Lagoon Circuit; They shouldn't be there. Too focused on their biking and not interested in accommodating others.	Sep 14, 2011 12:59 PM
126	Wrong way veers.	Sep 14, 2011 12:55 PM
127	Path, shouted.	Sep 14, 2011 12:52 PM
128	From parking lot moving towards pool. Cyclists riding in restricted area, cyclists riding too fast down hill--dangerous for pedestrian.	Sep 14, 2011 12:46 PM
129	Seawall, wrong way.	Sep 14, 2011 12:43 PM
130	Seawall, wrong way cycling	Sep 14, 2011 12:38 PM
131	Siwash Rock	Sep 14, 2011 12:29 PM
132	Seawall, congestion, different speed	Sep 14, 2011 12:19 PM
133	All over. Bicyclists are extremely aggressive and seem to have a sense of entitlement. Generally act like assholes.	Sep 14, 2011 12:07 PM
134	At the narrow pinch points. Cyclists speeding think they have the right of way. WRONG.	Sep 14, 2011 11:58 AM
135	Not paying attention.	Sep 14, 2011 11:51 AM
136	Going too fast-coming out of nowhere. Rarely are there any park rangers/authority around.	Sep 14, 2011 11:48 AM
137	North Train/Beaver Lake/ between 2nd and 3rd Beach. Cyclists on non-cycling paths or cyclists going wrong way.	Sep 14, 2011 11:44 AM
138	English Bay/Entrance to Stanley Park. We need more pathways to deal with the popularity of separated paths and more sophisticated design planning from qualified inline skate experts!	Sep 14, 2011 11:31 AM

Page 5, Q17. While moving through the Park I have had a conflict with....

139	Hill up from Second Beach to English Bay. Not enough room. People at different speeds and modes and directions.	Sep 14, 2011 11:24 AM
140	on the Seawall going the wrong direction to Third Beach.	Sep 14, 2011 11:18 AM
141	Lumberman's Arch waterpark; 3rd Beach stairs; English Bay @ Davie. Cyclists do not dismount or watch out for pedestrians.	Sep 14, 2011 11:11 AM
142	Cyclists going the wrong way on the seawall, cyclists passing other cyclists on very narrow areas of seawall path. Cyclist out of control.	Sep 14, 2011 11:01 AM
143	Wrong way cyclists on the Seawall (various). Dangerous!	Sep 14, 2011 10:52 AM
144	Wrong way riding.	Sep 14, 2011 10:46 AM
145	Back side Lost Lagoon. No room for pedestrians on pedestrian-only trails. Too many bikes,	Sep 14, 2011 10:41 AM
146	Cyclists trying to pass cycle traffic jammers will hop onto pedestrian lane. Also, slow cyclists/or riding two abreast so you can't pass them.	Sep 14, 2011 10:35 AM
147	Siwash Rock. Stopping on bike path to check routing/wayfinding.	Sep 14, 2011 10:29 AM
148	Seawall & bike paths (trails). People do not have lights in dark. People do not keep to the right side. People go too fast or too slowly. People use bells for no reason. People pass on corners where unsafe. People ride the wrong way. people do not signal. They don't wear helmets. People ride bikes on the sidewalk. People ride side by side and block paths.	Sep 14, 2011 10:13 AM
149	cyclists on the ped path dipping down or over to pass others on the bike path -- passing very fast	Sep 13, 2011 10:27 PM
150	Sometimes they try and go the wrong way round the seawall	Sep 13, 2011 8:47 PM
151	Seavall. Some riders wish to move rapidly. They think that everyone else should get out of their way.	Sep 13, 2011 2:57 PM
152	In mixed use areas of the seawall eg: near Monk McQueens & the dog park	Sep 13, 2011 9:09 AM
153	They have no respect for pedestrians. They often ride too fast and cut in and out of the pedestrian lanes.	Sep 12, 2011 3:48 PM
154	Again, aggressive overtaking and bad manners of certain cyclists. A sign promoting care riding and respect for all	Sep 12, 2011 8:28 AM

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	riders would, I feel, help to make everyone more mindful when riding on the Seawall.	
155	going way to fast, not really knowing how to ride a bike, not aware of their surroundings	Sep 11, 2011 5:54 PM
156	Cyclists, often visitors, riding on pedestrian only paths. Cyclists motoring through areas too fast where pedestrians and cyclists must cross.	Sep 11, 2011 12:17 PM
157	at pinch points where there is only a narrow lane	Sep 11, 2011 9:59 AM
158	Failure to dismount where instructed by signs to do so. Area = Lumbermans Arch, Under Lion's Gate and Third Beach	Sep 11, 2011 9:51 AM
159	Cyclists riding in areas where they should not (pedestrian areas), riding too fast, not obeying signage.	Sep 10, 2011 11:46 PM
160	BIKERS USING THE SEAWALL AS A RACE TRACK WITH NO CONSIDERATION FOR OTHERS	Sep 10, 2011 4:36 PM
161	Riding the wrong way around the seawall. Stopping in the middle of the bike lane (to take photos, talk, etc)	Sep 10, 2011 4:27 PM
162	Sometimes cyclists ride in pedestrian section of seawall	Sep 10, 2011 2:20 PM
163	going the wrong way	Sep 10, 2011 12:25 PM
164	Cyclists often ride the wrong way on the one-way parts of the Seawall. But who can blame them? To access Third Beach by bike from the West End, one must circumnavigate the whole park via Seawall. This is unreasonably inconvenient and certainly not obvious to visitors.	Sep 10, 2011 12:04 PM
165	I tend to stay on forest paths where there is little traffic of any type (pedestrian, cyclists, etc...)	Sep 10, 2011 12:02 PM
166	People who think they can ride super fast along the seawall in their racing clothes. It's dangerous. That's what the road is for. There should be a speed limit. Alternatively, tourists who don't understand simple cycling etiquette: keep right except to pass, don't stop on the path, etc. Perhaps rental companies could be encouraged to instill such basics in their renters?	Sep 10, 2011 11:46 AM
167	Bike path, other cyclits passing with out giving a warning that they are wanting to pass..	Sep 10, 2011 11:30 AM
168	Mostly just in bottleneck areas where there are differing speeds but nowhere to avoid each other. For example the hill going East from Second Beach. Some people are going up it slowly and some are going up quickly, plus some are going	Sep 10, 2011 10:25 AM

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	the other direction.	
169	they ride to fast on the trails and almost mow ya down	Sep 10, 2011 10:06 AM
170	Riding all over the bike path, riding side by side, not staying to the right, not acknowledging me and moving over when I ring my bell or use my voice to try and pass...	Sep 10, 2011 9:42 AM
171	1. Near Brockton Point there is parking where people stop, get out of their vehicles and walk around. I have had a number of near misses where cyclists are in the cycling lane, intent on pedalling and yell to me to get out of the way. Cyclists also speed and should not be so close to pedestrian traffic. Put them on the road where they used to be. There is no need for a special cycling lane in the reduced speed roadway of Stanley Park Drive. 2. Walking back from Brockton toward nine oclock gun, same problem. I was walking in cycling lane so my fault, but I wasnt the only one.	Sep 10, 2011 8:25 AM
172	Cyclists are rude, arrogant and feel they own the roads. They break the law, run red lights, stop signs. Ignorant	Sep 9, 2011 5:58 PM
173	When the seawall is really crowded on the outside path it gets annoying, especially on the really narrow parts.	Sep 9, 2011 5:41 PM
174	slow cyclists on the road	Sep 9, 2011 4:28 PM
175	Too busy, people meandering, not claiming a side of the trail.	Sep 9, 2011 2:31 PM
176	No conflict with along the seawall as all in same direction	Sep 9, 2011 12:52 PM
177	Riding on the pedestrian side of paved pathways and riding on the unpaved pathways around lost lagoon	Sep 9, 2011 12:11 PM
178	When I'm running around blind corners often cyclists are still on their bikes and almost bump into me when they should have disembarked.	Sep 9, 2011 9:22 AM
179	Not sticking to bike paths when i'm walking.	Sep 8, 2011 10:19 PM
180	I'm primarily a cyclist, but even I notice that when walking through the park the bike/pedestrian intersections can get a bit dicey....Bikes want to zoom through and it is a busy, mixed use area so this isn't possible.	Sep 8, 2011 5:15 PM
181	Riding the roads around the park, I often find cyclists riding the wrong way.	Sep 8, 2011 3:02 PM
182	btw PB office and 2nd Beach from poor design	Sep 8, 2011 2:19 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

183	seawall. Cyclist are assholes all over the city, thanks to the Mayor and council.	Sep 8, 2011 2:05 PM
184	Cyclists riding the wrong way.	Sep 8, 2011 1:58 PM
185	Usually people (tourists) stopped on the bike path and blocking the way.	Sep 8, 2011 12:25 PM
186	tourists or inexperienced cyclists who are on hte wrong side or going the wrong way rude tourists	Sep 8, 2011 11:00 AM
187	Cyclists riding too quickly when seawall conditions are packed; not dismounting when signage requests; riding too quickly around sharp bends on west side. On Lions Gate on too regular a basis you'll find aggressive cyclists doing very dangerous passing on the downhill stretch. To put "aggressive" in context, I'm a very experienced and capable cyclist, not a timid slow cyclist. Those looking to get their personal best on a ride to the north shore should not be endangering the rest of us.	Sep 8, 2011 10:16 AM
188	Everywhere. Not enough signage designating / separating pedestrian path from cycle path. Maybe paint bike path different colour, better enforcement of speed limit of bikes on seawall, faster bikers should use roads, bigger arrows indicating direction of travel.. Current signs are too high. Tourists ignore or can't read signs but colour might get their attention. Better enforcement would be good too. Volunteer/paid students to patrol seawall and offer assistance to all people.	Sep 8, 2011 9:04 AM
189	riding on the seawall pedestrian side instead of the cycle side	Sep 8, 2011 6:45 AM
190	sometimes idiots riding the wrong way on the seawall, very rare but it does happen, perhapas more or bigger signage as to do not enter or wrong way.	Sep 8, 2011 2:12 AM
191	Some cyclists are unaware of the one way nature of the seawall.	Sep 7, 2011 9:34 PM
192	Riding too fast on the seawall, riding in pedestrian areas, going the wrong direction in a one way zone. As a cyclist, I can't see why they can't respect basic rules that help all of us	Sep 7, 2011 3:20 PM
193	They are not on cycling path and/or are going too fast. They do not announce their presence via a bell, and they should.	Sep 7, 2011 3:00 PM
194	Seawall & Forest Trails: cyclists that refuse to warn pedestrians that they are approaching from the rear. Many cyclists seem to be under the misconception that because they can see a pedestrian ahead that that pedestrian can detect the cyclists approach or intentions.	Sep 7, 2011 12:28 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

195	On parts of the seawall where there is not enough space!	Sep 7, 2011 10:03 AM
196	going the wrong way on the seawall	Sep 7, 2011 7:29 AM
197	Occasionally cyclists stop in the middle of the cycling path or ride their bikes on the pedestrian path.	Sep 7, 2011 6:34 AM
198	cycling wrong way	Sep 6, 2011 11:57 PM
199	they ride on pedestrian only paths - and go into natural areas sometimes.	Sep 6, 2011 1:36 PM
200	Cyclists weaving back and forth and/or not following general road rules (slower cyclists to the right side, passing on the left etc), blocking the path while taking photos, going the wrong direction on seawall cycle path	Sep 6, 2011 12:47 PM
201	Seawall - cyclists not paying attention	Sep 6, 2011 12:37 PM
202	Not conflict, but some people (especially on rentals) going wrong way on seawall, while I am cycling. This is especially dangerous between 2nd beach and Lions Gate	Sep 6, 2011 10:57 AM
203	They ride on paths for pedestrians, fail to yeild at roads or where paths cross. Can be quite aggressive	Sep 6, 2011 10:43 AM
204	seawall too busy, too many conflict points between bikes & peds	Sep 6, 2011 10:40 AM
205	People who weaving around on the seawall, not looking when joining path.	Sep 6, 2011 8:28 AM
206	cyclist going too fast, and was aggressive to try and get around on a busy congested seawall.	Sep 5, 2011 4:27 PM
207	One of my children is special needs and is a slow cyclist. We take our time around the seawall and make frequent stops to allow faster groups of cyclist go by. However we got verbally abused by several cyclists who were not patient enough for us to get to a wider path to pass us and pointed out that the seawall was no place for someone to learn how to ride a bike. My daughter is 12 and autistic and has been riding a bike for several years. At one point she fell when trying to stay to the very edge of the path and again we were verbally criticized for slowing things down. The cyclists who use the seawall as the Tour de France ruined the whole day for us and my daughter will forever remember the cruel comments.	Sep 5, 2011 2:03 PM
208	Cyclists are often found around Lost Lagoon, where cycling is prohibited. Also, cyclists often ignore the prohibition on riding on the sensitive trail leading from the seawall to Beaver Lake (Ravine trail). This is probably the nicest spot in the park and more should be done to preserve it. Cyclists often don't dismount at the places around the seawall that are	Sep 5, 2011 1:00 PM

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gated (e.g. waterpark) and ride through the stretches where they're supposed to walk their bikes. Also, as a cyclist, some other cyclists don't move over when you ring your bell and say "On your right" or whatever. Also, people riding with their dogs tied to their bikes often cause near accidents. (These last two issues occur the length of the seawall.)

209	On the seawall, some cyclists might stop very suddenly making it hard for me to stop as quickly on my in-line skates.	Sep 5, 2011 12:05 PM
210	I've encountered a couple of instances with aggressive riders,without incident,people riding to fast and not being considerate.	Sep 5, 2011 9:59 AM
211	Cyclists in the pedestrian lane. Cyclists failing to dismount at various points. Cyclists travelling the wrong way.	Sep 4, 2011 5:04 PM
212	Don't understand or care about the concept of staying to the right. Same with groups who take up the whole width.	Sep 4, 2011 9:41 AM
213	very busy on seawall, lots of slow cyclists, usually not a big deal	Sep 4, 2011 8:21 AM
214	tourist or rental bikes not using any sort of hand signals. usually suddenly stopping causing/near cause collision.	Sep 4, 2011 12:50 AM
215	too crowded, and pathway is too narrow.	Sep 3, 2011 11:07 PM
216	Getting past them on the bike/skate paths.	Sep 3, 2011 6:28 PM
217	Riding in wrong direction	Sep 3, 2011 12:50 PM
218	Going too fast where crowded, going wrong way and cyclist riding on foot path	Sep 3, 2011 12:39 PM
219	Difficut to pass cyclists on seawall cycle path. Path should be wider.	Sep 3, 2011 12:09 PM
220	biking too slow and weaving without looking on seawall bike paths	Sep 3, 2011 10:32 AM
221	Due to the volume in the summer	Sep 3, 2011 9:19 AM
222	when cyclists are stopped on the cycling path (seawall) or are going the wrong direction	Sep 3, 2011 9:08 AM
223	beside Beach Ave., stretch of path that cyclists/peds share (across from Park Board office), cyclists don't stay on their side Beach Ave. @ English Bay (where new restaurant is under construction) - cyclists don't dismount even though large signs tell them too underpass	Sep 3, 2011 8:25 AM

Page 5, Q17. While moving through the Park I have had a conflict with....

224	Cyclist stopping at odd places, or without notice	Sep 3, 2011 1:06 AM
225	On Seawall as there are fast and slow cyclists	Sep 2, 2011 10:18 PM
226	the seawall can get pretty congested at times.	Sep 2, 2011 10:02 PM
227	The unwritten rule of "slow traffic to the right, pass on the left" is not followed; many people ride too slow or too fast and people, especially tourists, sometimes don't know how to ride a bike and weave all over the paths or stop suddenly. The paths are too narrow nearly everywhere which makes it worse. On the contrary, as a pedestrian I have also almost been wiped out by a cyclist riding far too fast and weaving in and out between pedestrians. Again, largely due to paths too narrow or not clear if it is a walking path or shared etc.	Sep 2, 2011 10:02 PM
228	Going in the wrong direction	Sep 2, 2011 8:56 PM
229	People riding the wrong way around the wall.	Sep 2, 2011 8:20 PM
230	as a biker along the seawall- sometimes i get stuck behind a bunch of slow tourists. only a problem out on the northwest shore where there's no room to pass.	Sep 2, 2011 6:52 PM
231	One needs to contraflow to go east of the Causeway from the south-end of LGB, because Park Drive is one-way to the west (counter-clockwise around the Park). 1stly, some cyclists go-east by exiting on the Park Drive exit towards Prospect Point. They then contraflow against Park Drive traffic over the Causeway Overpass and work their way towards the Reservoir Trail 2ndly some cyclists go-east via the south-end LG Bridge abutment underpass and contraflow on the Causeway's east-side sidewalk to the Reservoir Trail and Pipeline Road.	Sep 2, 2011 4:58 PM
232	On seawall due to speed differences	Sep 2, 2011 4:30 PM
233	Usually the rental croud going the wrong way	Sep 2, 2011 4:23 PM
234	Aggressive cyclists -- some who pass without a bell or voice courtesy. Most especially cyclists pulling carts behind bikes (usually child carts) that take up the entire road, and who don't pull over to let others pass after narrow sections.	Sep 2, 2011 4:17 PM
235	Some inexperienced cyclists fail to use their bells to alert pedestrians.	Sep 2, 2011 3:39 PM
236	On the seawall when I was biking with my 6 year old, and old cyclist was quite a jerk when passing us. I exchanged strong words with him.	Sep 2, 2011 3:30 PM

Page 5, Q17. While moving through the Park I have had a conflict with....

237	cyclists using the pedestrian paths	Sep 2, 2011 3:05 PM
238	I am generally cycling but at times other cyclists trying to go too fast on the seawall get impatient trying to pass. Not enough use of bells or voice to let people know someone is behind them.	Sep 2, 2011 3:05 PM
239	As a cyclist, I'll say that some cyclists don't know how to bike properly. Usually tourists on the sea wall.	Sep 2, 2011 2:49 PM
240	Cyclists stopping on and blocking the bike path to take pictures, etc.	Sep 2, 2011 2:20 PM
241	There are many different speeds of cyclists on the seawall, and very little passing room.	Sep 2, 2011 2:20 PM
242	Along the seawall. Simply a matter of volume and people who want to move at different speeds.	Sep 2, 2011 1:56 PM
243	We load boats for regatta and have to pass a cycling pathway	Sep 2, 2011 1:55 PM
244	while i'm riding, slower cyclists (usually tourists on rental bikes riding at walking speed) often ride side by side rather than single file, making it difficult to pass	Sep 2, 2011 1:11 PM
245	run me over - while biking so fast - usually young adults with no regard for pedestrians	Sep 2, 2011 12:58 PM
246	same as above, the odd tourist going the wrong way on bike paths	Sep 2, 2011 12:55 PM
247	Cyclists using the seawall when they should be on the road, I train by doing laps around the park so I go fast, but there are people who cycle far too quickly along the seawall.	Sep 2, 2011 12:48 PM
248	mostly they are good about one direction on seawall, but there are always the exceptions.	Sep 2, 2011 12:42 PM
249	Tourists going the wrong way on one way paths. Very small children (<5yrs old) cycling on the bike path.	Sep 2, 2011 12:41 PM
250	Some cyclists use the seawall like it's their own personal racing track - one thing that could help immensely with this issue is widening the cycle portion of the wall to allow for easier passing. As of now, there are areas that are almost too narrow even for a single bike which can make the wall very frustrating for those who are a little bit quicker.	Sep 2, 2011 12:37 PM
251	Cyclists trying to pass where seawall is narrow.	Sep 2, 2011 12:04 PM
252	seawall, bikes going the wrong way	Sep 2, 2011 11:58 AM

Page 5, Q17. While moving through the Park I have had a conflict with....

253	Seawall. Too many cyclists bouncing around, going very slowly, not knowing their hand signals to warn others of sudden behavioral changes.	Sep 2, 2011 11:55 AM
254	People riding the wrong way on seawall. People riding two or three abreast slowly on seawall.	Sep 2, 2011 11:29 AM
255	seawall- sometimes its confusing where they and pedestrians should be.	Sep 2, 2011 11:23 AM
256	Seawall: park entrance to totem poles. Too much congestion. When running at 20 km/h or faster, most of the time I have to resort to using the bike path during the summer. No real issue in other seasons.	Sep 2, 2011 11:22 AM
257	Typically less confident cyclists on the Seawall do not have good etiquette with other cyclists.	Sep 2, 2011 11:11 AM
258	tourists stopping bikes near siwash rock to take pics and blocking path	Sep 2, 2011 11:07 AM
259	Although, some are going the wrong way or WAY too fast!	Sep 2, 2011 11:01 AM
260	where to get on and off the bikes passing	Sep 2, 2011 10:59 AM
261	Because they travel around the park in the wrong direction.	Sep 2, 2011 10:53 AM
262	There's a couple of narrow spots on the seawall where traffic of different speeds bunches up. speed bumps might force cyclists to slow down and or dismount in these sections. Either that or create an 'express lane' for people who are rocking out. They seem to get in most trouble.	Sep 2, 2011 10:44 AM
263	Cyclists NOT wearing helmets Cyclists going the WRONG WAY Cyclists NOT adhering to NO RIDE areas	Sep 2, 2011 10:36 AM
264	Congestion on the seawall	Sep 2, 2011 10:35 AM
265	Some cyclists go too fast on the Seawall. There should be a speed limit and it should be strictly monitored. I often times almost get clipped by them zooming past me!	Sep 2, 2011 10:32 AM
266	Cyclists going wrong way on seawall or traveling in groups (blocking path)	Sep 2, 2011 10:29 AM
267	Cyclists not warning when they're passing. Cyclists riding in the wrong direction of the seawall.	Sep 2, 2011 10:27 AM
268	Visitors cycling the wrong way round the park everywhere, unaware that they're doing anything wrong. General conflict	Sep 2, 2011 10:17 AM

Page 5, Q17. While moving through the Park I have had a conflict with....

	due to lack of space - the bike path is way too narrow for the amount of cyclists it gets. I consider it to be way to danerous to use at weekends year round, or after 11am weekdays from June to October.	
269	Cyclists sometimes ride the wrong way around the path. Tandem bikes with inexperienced riders are dangerous for themselves and everyone else. Cyclists often don't have space to pull off the trail when stopping creating hazardous conditions.	Sep 2, 2011 10:13 AM
270	I avoid the seawall on weekends in the summer because there are often so many people the bike paths are very congested. there are also different users -- slower tourists taking it in, folks going faster for exercising, and then some ppl who have a destination in mind. And sometimes you see cyclists going against the flow of traffic. This is especially true getting to Third Beach. I wonder if that's because ppl don't know about the interior trails, or never know where to get off the interior trails.	Sep 2, 2011 10:09 AM
271	Only really slow tourists get in the way, but rarely.	Sep 2, 2011 9:56 AM
272	Seawall - cyclists going opposite to the 'flow' of traffic	Sep 2, 2011 9:44 AM
273	Slow tourist cyclists taking up the entire lane. This not a major concern.	Sep 2, 2011 9:37 AM
274	Cycling in a dismount area or parking in the way at water park.	Sep 2, 2011 9:37 AM
275	Other cyclists who use the bike path for speed, not leisure.	Sep 2, 2011 9:29 AM
276	it's always the rent-a-bike tourists who don't know how to safely ride. sea wall route.	Sep 2, 2011 9:28 AM
277	There is a huge amount of bike traffic on the seawall during the summer and on nice days -- it's sometimes more like joining a bike parade than going for a bike ride. A little more capacity would be nice.	Sep 2, 2011 9:28 AM
278	There are a lot of really slow cyclists and it's difficult to pass them.	Sep 2, 2011 9:26 AM
279	vancouver born locals... hostile	Sep 2, 2011 9:23 AM
280	Again, just in maintaining flow moving around seawall, if others are not confident bikers (swaying around), or not consistent with where they are biking.	Sep 2, 2011 9:22 AM
281	entrance to English Bay area by hotdog cart. at the lost lagoon/georgia st entrance to the seawall, generally at mixed	Sep 2, 2011 8:03 AM

Page 5, Q17. While moving through the Park I have had a conflict with....

ped/cyclist areas. conflict arises from limited space and lots of people, or people unaware that a bike path goes through the space.

282 Bicycles travelling wrong way on seawall--frequently. Hazard for bicycling in correct direction. Novice cyclists when passing (seawall)--sometimes. Wobbling/panic when passed. Rarely--bicycles on pedestrian-only paths (near Lost Lagoon)

Sep 1, 2011 10:01 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

1	Disregard single file attendance for other park visitors.	Sep 29, 2011 9:57 AM
2	In-line skaters are pretty good at navigating around people on the seawall even in tight spots	Sep 28, 2011 10:25 AM
3	In line skaters using the pedestrian part of the sea wall.	Sep 27, 2011 12:57 PM
4	I am a speed skating style inline skater. I find areas that would create conflicts would be along English Bay, down the hill to Second Beach playground. Braking is difficult at the best of times, again I feel it is pedestrians wandering into the cycle/skate lane that causes problems.	Sep 26, 2011 7:13 PM
5	Seawall. Blocking path.	Sep 25, 2011 9:40 AM
6	I don't go to the park in the summer, when I go spring and fall there are less of them, and sometimes they are in the way of bikes or stop on the path but are far less of a problem than pedestraains.	Sep 23, 2011 10:14 PM
7	As above	Sep 23, 2011 1:02 PM
8	Most in-line skaters share the path safely and courteously, but some -- especially those with cell phones or MP3 players - are a menace to themselves and others because they are not paying attention to their surroundings.	Sep 23, 2011 8:19 AM
9	They are often disrespectful, weaving in and out of bike and pedestrian paths.	Sep 21, 2011 9:36 PM
10	Again if inliners don't stay to the right of the path or stop without looking.	Sep 21, 2011 4:59 PM
11	Getting stuck behind them on my bike.	Sep 21, 2011 10:49 AM
12	Seawall to slow	Sep 20, 2011 9:30 PM
13	Not really a good mix with cyclists.	Sep 20, 2011 9:05 PM
14	Not allowing faster bikes to pass.	Sep 20, 2011 5:54 PM
15	Novice skaters wandering slowly all over the place, skaters stopped in the middle of the bike path, etc	Sep 20, 2011 5:34 PM
16	they take up a lot of room on the cycle paths	Sep 20, 2011 2:21 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

17	As a cyclist, skaters slow you down and get in the way. But most people understand that we need to share the seawall.	Sep 20, 2011 2:03 PM
18	Don't see many.	Sep 20, 2011 1:16 PM
19	Seawall - occasionally on walking path	Sep 20, 2011 12:37 PM
20	Often inexperienced in-line skaters on the path	Sep 20, 2011 11:41 AM
21	Skaters require the full width of the path and do not yield to others.	Sep 20, 2011 9:02 AM
22	Sometimes oblivious (earbuds in) and taking up the seawall bike path with their splayed gait	Sep 20, 2011 8:41 AM
23	blocking path, wrong way travel	Sep 20, 2011 8:21 AM
24	They often don't look experienced..maybe tourists.	Sep 20, 2011 6:50 AM
25	wide strides on the narrow portions dont leave much room for cyclists	Sep 19, 2011 5:54 PM
26	Seawall, skaters have the ability to move in and out of pedestrians and cyclists, sometimes new skaters can be a hazard	Sep 19, 2011 4:00 PM
27	their mobility to jump from bike lane to pedestrian side, has caused a few near calls.	Sep 19, 2011 3:57 PM
28	In-line skaters are very seldom a problem. Hardly, if ever, going in the wrong direction, and usually quite courteous about moving to the side to allow bikes to pass.	Sep 18, 2011 11:39 PM
29	see above	Sep 18, 2011 10:05 PM
30	Most inline skaters take up more width than cyclists and are hard to pass.	Sep 18, 2011 6:54 PM
31	Tourists that cannot skate.	Sep 18, 2011 2:30 PM
32	When cycling paths get crowded, often skaters prefer to use the pedestrian portion of the sidewalk.	Sep 16, 2011 9:36 AM
33	They pass in unsafe places.	Sep 16, 2011 8:50 AM

Page 5, Q18. While moving through the Park I have had a conflict with....

34	most of them have a ear buds in and can not hear me asking to pass.	Sep 15, 2011 3:43 PM
35	They are slow, but thankfully they are few and usually I can just pass them. If not I just get stuck behind one.	Sep 15, 2011 3:00 PM
36	Seawall bike paths; some in-line skaters aren't very conscientious with others using the pathway. Pet peeve: people skating side by side and taking up more space than should be required.	Sep 15, 2011 2:17 PM
37	not a conflict per se but I do worry as they go so fast and i worry they will drive into me	Sep 15, 2011 1:58 PM
38	Sewall; going the wrong way.	Sep 15, 2011 10:45 AM
39	On seawall; Skaters take too much space with waving arms and wide strides.	Sep 15, 2011 10:42 AM
40	On Seawall-All around False Creek too. They hold hands or flail their arms about-too narrow to do so--they are neither a cyclist or a pedestrian.	Sep 15, 2011 10:26 AM
41	see above	Sep 15, 2011 10:19 AM
42	On the seawall. Darting in front of pedestrians to avoid bicycles	Sep 15, 2011 10:15 AM
43	Devonian Park to VCR	Sep 15, 2011 10:07 AM
44	People not obeying the rules.	Sep 14, 2011 11:26 PM
45	Seawall, they are much slower than bikes and tend to be more difficult to pass than bikes.	Sep 14, 2011 9:55 PM
46	Usually with skaters who don't warn when they are passing.	Sep 14, 2011 9:30 PM
47	Rollerbladers have very wide Movements and sometimes I am forced to make risky Maneuvers to navigate around them. They also wear headphones a lot so cannot hear your warning of your approach.	Sep 14, 2011 9:23 PM
48	same as with cyclists not enough space on seawall.	Sep 14, 2011 8:32 PM
49	Usually they are pretty good, but really need their own lane - separate from bikers	Sep 14, 2011 8:17 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

50	Have to watch out for them while walking on the Seawall - but no actual verbal conflict	Sep 14, 2011 6:42 PM
51	bladers that have headphones on...	Sep 14, 2011 6:32 PM
52	As I usually stick to paved roads while exercising/cycling, I never have conflicts with skaters there.	Sep 14, 2011 6:20 PM
53	In-line skaters skate in the bike lane. However, they go much slower than cyclists, and often take up the width of the lane because their legs move wide out from their bodies, making them hard to pass on a bike.	Sep 14, 2011 6:07 PM
54	Congested areas with pedestrians and pinch points on seawall.	Sep 14, 2011 4:53 PM
55	all over; too fast/not sure if they belong on bike path or foot path.	Sep 14, 2011 4:47 PM
56	seawall; skating too fast	Sep 14, 2011 4:43 PM
57	Seawall; they are moving too fast and changing directions	Sep 14, 2011 4:41 PM
58	speeding, using pedestrian side, scarring me, speeding in wrong way	Sep 14, 2011 4:37 PM
59	on the seawall bike lane	Sep 14, 2011 4:31 PM
60	Seawall; wrong direction	Sep 14, 2011 4:25 PM
61	East side Lost Lagoon. Busy area with skaters + bikes going both ways, dangerous for skaters going both ways.	Sep 14, 2011 4:22 PM
62	See answer for pedestrians but to a lesser extent	Sep 14, 2011 4:19 PM
63	see above	Sep 14, 2011 4:15 PM
64	Seawall, aquarium area; wrong way	Sep 14, 2011 4:12 PM
65	varies; too fast	Sep 14, 2011 3:52 PM
66	Lack of skill, out of control, they did not understand direction of travel or which path to use.	Sep 14, 2011 3:35 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

67	Seawall; Skating on Pedestrian path	Sep 14, 2011 3:31 PM
68	Same as #17	Sep 14, 2011 3:25 PM
69	Seawall; going the wrong way	Sep 14, 2011 3:14 PM
70	Seawall; not enough space for the rollerbladers and bikes.	Sep 14, 2011 3:09 PM
71	Onthe seawall/paved pathways. Weaving into the path of cyclists. Also, doing stunts, i.e. quick U-turn.	Sep 14, 2011 3:05 PM
72	Second Beach	Sep 14, 2011 2:53 PM
73	Lost Lagoon/ English Bay-->Second Beach. They insist on skating in pedestrian only areas. Are abusive and nasty.	Sep 14, 2011 2:46 PM
74	in narrow areas, they need bells.	Sep 14, 2011 2:28 PM
75	Seawall and other paths: they wear headphones so your bell is useless.	Sep 14, 2011 2:19 PM
76	on shared one-way pathways. They move more slowly than bikes and may take a wide area (the motion of skating) making it difficult to pass.	Sep 14, 2011 2:14 PM
77	Seawall, smae issues as with cyclists.	Sep 14, 2011 2:01 PM
78	Pinch points around Seawall. Hard to pass depending on skaters motion, needing constant loud bell warnings.	Sep 14, 2011 1:55 PM
79	Lost Lagoon, using wrong access.	Sep 14, 2011 1:50 PM
80	Seawall. Skaters swing around and reverse directions into bikes.	Sep 14, 2011 1:45 PM
81	Riding on footpaths.	Sep 14, 2011 1:40 PM
82	In narrow sections mentioned in question 16/17.	Sep 14, 2011 1:07 PM
83	Everywhere; Too focused on their skating and not interested in accomdating others.	Sep 14, 2011 12:59 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

84	Everywhere. In line skaters and skateboarders do not follow straight lines.	Sep 14, 2011 12:55 PM
85	Narrow Seawall, they tend to have wide stance.	Sep 14, 2011 12:43 PM
86	Seawall, congestion	Sep 14, 2011 12:19 PM
87	Narrow trails, sharing the path.	Sep 14, 2011 12:17 PM
88	Chilco "loop", underpass. Skaters on bike route.	Sep 14, 2011 12:12 PM
89	Pinch points. For some reason, they think they have the right of way? Even if you're moving faster, slow for caution.	Sep 14, 2011 11:58 AM
90	Again, weaving in and out.	Sep 14, 2011 11:48 AM
91	Skating on the pedestrian seawall instead of the cycling seawall.	Sep 14, 2011 11:45 AM
92	Hill going down to 2nd Beach. Congestion.	Sep 14, 2011 11:44 AM
93	Seawall: they take up a lot of space with wide strides.	Sep 14, 2011 11:40 AM
94	They are slower than bikes but faster than pedestrians.	Sep 14, 2011 11:18 AM
95	Inline skaters/skateboarders. One incident -grandson struck by skateboarder going very fast by first beach.	Sep 14, 2011 11:01 AM
96	Seawall. They go on pedestrian path.	Sep 14, 2011 10:41 AM
97	Seawall. They ride the wrong direction. They take up the whole path! They skate side by side. They hit cyclists with wide stride.	Sep 14, 2011 10:13 AM
98	same as above...roller bladers dipping down to pass other cyclists in congested areas	Sep 13, 2011 10:27 PM
99	Under the bridge while walking or cycling	Sep 13, 2011 9:09 AM
100	Throughout seawall. They move very quickly from ped to bike and back and sometimes startle me.	Sep 13, 2011 8:31 AM

Page 5, Q18. While moving through the Park I have had a conflict with....

101	Same as bicyclists	Sep 12, 2011 3:48 PM
102	Overtaking o the narrow areas of the Seawall. All cyclists and in -line skaters should be more mindful and slow down respectfully in the name of safety.	Sep 12, 2011 8:28 AM
103	going too fast, weaving in and out of bikes, pedestrians	Sep 11, 2011 5:54 PM
104	Skating in areas where they should not	Sep 10, 2011 11:46 PM
105	Skater recklessly crossing over bike and pedestrian lanes	Sep 10, 2011 9:45 PM
106	The worst was the man speeding around the seawall in the wrong direction with a toddler on his shoulders.	Sep 10, 2011 4:27 PM
107	Sometimes skaters skate in pedestrian section of seawall	Sep 10, 2011 2:20 PM
108	on bike path- dangerous	Sep 10, 2011 12:25 PM
109	It is often difficult to pass skaters by bike because they tend to occupy a wide area on the path.	Sep 10, 2011 12:04 PM
110	I rarely go on the sea wall on my bike.	Sep 10, 2011 12:02 PM
111	Skaters are kind of...wide. Although usually happy to move to the side if you call out "on your left" or something similar. So I wouldn't really call this a conflict since there aren't many of them. If there were more, there might be.	Sep 10, 2011 11:46 AM
112	Bike path. skaters often have earphones in and can not hear when I ask to "pass on the left"	Sep 10, 2011 11:30 AM
113	If they are there (thankfully there are now fewer in-line skaters!) they ride all over the path, ignore bells/voice (or their headsets are turned too loud)... they are just in the way.	Sep 10, 2011 9:42 AM
114	Those who are inexperienced can get in the way but this is just part of the nature and enjoyment for those using the park	Sep 9, 2011 12:52 PM
115	not sticking to bike paths - usually the inexperienced	Sep 8, 2011 10:19 PM
116	Same as above.	Sep 8, 2011 5:15 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

117	In-line skaters often take the middle of the bike lane and do not heed calls to move right as I pass on their left - in my opinion they should not be in bike lanes, rather with pedestrians	Sep 8, 2011 3:28 PM
118	see above	Sep 8, 2011 2:19 PM
119	I feel like having cyclists and roller bladers share the same path is dangerous due to the velocity difference.	Sep 8, 2011 1:58 PM
120	on the seawall going the wrong way, overtaking, going too fast, unsafe behaviour	Sep 8, 2011 11:00 AM
121	They take up more room than cyclists but such is life.	Sep 8, 2011 10:16 AM
122	Some in-line skaters are unaware of the one way nature of the seawall.	Sep 7, 2011 9:34 PM
123	They are not on skating path and/or are going too fast. They do not announce their presence via a bell, and they should.	Sep 7, 2011 3:00 PM
124	Around the seawall	Sep 7, 2011 2:55 PM
125	Seawall: in-line skaters that are unsure or ignorant as to which "rules of the road" apply to them. Are they a motor vehicle or a pedestrian?	Sep 7, 2011 12:28 PM
126	Riding against traffic in bike lanes on seawall	Sep 7, 2011 11:38 AM
127	Seawall. Due to the nature of their movements (swinging side to side) they often block the path for anyone behind them. They often wear headphones so you can't even call out and ask to pass.	Sep 7, 2011 10:19 AM
128	people learning to in-line skate on the seawall	Sep 7, 2011 7:29 AM
129	Conflict may be too strong a word, but I find them difficult to pass sometimes because they take so much space.	Sep 7, 2011 6:05 AM
130	Along the sea wall...it isnt always clear which trail pedestrians are supposed to be on and I endup in their way.	Sep 6, 2011 8:56 PM
131	they take the whole bike lane on the seawall and you can't get past	Sep 6, 2011 1:36 PM
132	All along seawall. Inline skaters take up entire path width, often wear earphones so they can't hear bicycle bell or voice	Sep 6, 2011 12:47 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

133	Seawall - skaters not paying attention	Sep 6, 2011 12:37 PM
134	They also sometimes move on path marked for pedestrians	Sep 6, 2011 10:43 AM
135	Seawall. Very difficult to pass.	Sep 6, 2011 8:28 AM
136	Along the seawall,when the bike lanes are in heavy use, rollerbladers often use the pedestrian sides, and at high speeds, not giving much warning when approaching from behind. Even more dangerously, they sometimes switch from the bike lane to the pedestrian lane, straddling the changing level of the pavement, weaving through people and bikes. People don't really seem clear on whether rollerbladers should be considered bikes or pedestrians and better signage would help.	Sep 5, 2011 1:00 PM
137	Sketers in the pedestrian lane.	Sep 4, 2011 5:04 PM
138	some skaters with earpieces cannot hear my bell and tend to occupy more than their share of the path	Sep 4, 2011 1:04 PM
139	Getting past them on the bike/skate paths.	Sep 3, 2011 6:28 PM
140	Taking up entire bike path	Sep 3, 2011 12:50 PM
141	On seawall path. Seawall path should be wider	Sep 3, 2011 12:09 PM
142	seawall	Sep 3, 2011 10:32 AM
143	There aren't many inline skaters anymore...	Sep 3, 2011 1:06 AM
144	On Seawall--must coordinate with all modes of transportation	Sep 2, 2011 10:18 PM
145	Path is too narrow and sometimes it is difficult to pass a slow skater because of their gliding movement left and right. Also some are very unstable and fall or swerve unpredictably.	Sep 2, 2011 10:02 PM
146	Going to fast	Sep 2, 2011 8:56 PM
147	seawall near totem poles	Sep 2, 2011 8:14 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

148	seawall - skaters take up whole width and are unaware of what's behind them and many can't stop or control themselves well	Sep 2, 2011 5:42 PM
149	Tourist abd rentals	Sep 2, 2011 4:23 PM
150	Having to jump out of the way; worrying about them running into my dog when she's with us.	Sep 2, 2011 3:39 PM
151	see above	Sep 2, 2011 3:05 PM
152	The seawall path is rather narrow in places for skaters and cyclists to share, passing can be difficult.	Sep 2, 2011 3:05 PM
153	Their movement is irratic so people are trying to seconfd guess getting around them.	Sep 2, 2011 2:34 PM
154	Along the seawall. Again, basically a problem with volume and people who want to move at different speeds.	Sep 2, 2011 1:56 PM
155	Seems to occur more on the north side between Georgia entrance and Lumbermas Arch. Not often but it does happen.	Sep 2, 2011 1:45 PM
156	On seawall skaters do not heed bike bell and continue to take up whole bike path with wide strides making it impossible to pass them.	Sep 2, 2011 1:37 PM
157	annoying as cyclists - take up too much room and block both cyclists and pedestrians - stop all together	Sep 2, 2011 12:58 PM
158	Only if they're in the wrong lanes on the seawall, I usually use the road.	Sep 2, 2011 12:48 PM
159	They're pretty conscientious.	Sep 2, 2011 12:41 PM
160	Rollerbladers are very, very slow and often unsure on their feet. I find they cause traffic jams on the seawall and are often a bit scary to try and pass (worried they're going to fall). It might be worth it to find a different 'rollerblader' friendly route they can use.	Sep 2, 2011 12:37 PM
161	These people take up the entire width of the path and make it near impossible to pass. Also, the don't wear helmets or safety gear and are going to cost our healthcare system a massive amount of money when they crash.	Sep 2, 2011 12:08 PM
162	In-line skaters too slow in bike path and take up whole lane.	Sep 2, 2011 12:04 PM

Page 5, Q18. While moving through the Park I have had a conflict with....

163	same as above	Sep 2, 2011 11:23 AM
164	Seawall: park entrance to totem poles	Sep 2, 2011 11:22 AM
165	Head phones and roller blades don't mix!	Sep 2, 2011 11:16 AM
166	Just those side-sweeping feet. ;) A friend of mine took a tumble once off her board when an inline skater's boot clipped her ankle.	Sep 2, 2011 11:12 AM
167	Only on the Seawall.	Sep 2, 2011 11:11 AM
168	Although, some are going the wrong way or WAY too fast!	Sep 2, 2011 11:01 AM
169	who's supposed to be where! and just being polite	Sep 2, 2011 10:59 AM
170	If they are skating with a stroller sometimes its difficult to pass them in narrow sections	Sep 2, 2011 10:53 AM
171	As a cyclist, at the entrance to the seawall before the aquarium, after the tunnel, in the general area where everyone merges into the seawall	Sep 2, 2011 10:46 AM
172	inexperienced and language barriers - making it unsafe to pass	Sep 2, 2011 10:36 AM
173	Congestion on seawall and skaters unable to move	Sep 2, 2011 10:35 AM
174	They're pretty good with sharing the paths and can maneuver around others relatively easily.	Sep 2, 2011 10:32 AM
175	Skaters taking up the entire seawall lane and not making room for others to pass on the side.	Sep 2, 2011 10:27 AM
176	They swing from side to side when skating and thus take up the whole bike path. They frequently wear iPods and don't hear you ring a bell or shout to get them to move over so you can pass.	Sep 2, 2011 10:17 AM
177	Narrower areas of Seawall path can cause problems when passing.	Sep 2, 2011 10:13 AM
178	Often this happens with inexperienced in-line skaters who aren't that steady on their wheels!	Sep 2, 2011 10:09 AM

Page 5, Q18. While moving through the Park I have had a conflict with....

179	some of them have trouble skating in a straight and predictable manner.	Sep 2, 2011 10:02 AM
180	On the bike path, they don't pull over when stopped.	Sep 2, 2011 9:56 AM
181	If riding on the seawall, in-line skaters are often slow but take up the whole bicycle/skate path.	Sep 2, 2011 9:45 AM
182	Seawall - in-line skaters going opposite to the 'flow' of traffic	Sep 2, 2011 9:44 AM
183	Sometimes in the bike lanes.	Sep 2, 2011 9:37 AM
184	Me on bicycle, they taking up more width than me. Esp. On narrow bits, eg. By fallen down tree near edge of park.	Sep 2, 2011 9:37 AM
185	in-line skaters on seawall route. they take up too much room slaloming back and forth on path, or stop in the middle of the path. dangerous!	Sep 2, 2011 9:28 AM
186	Again, they don't pay attention to cyclists.	Sep 2, 2011 9:26 AM
187	As above, loosely use 'conflict' to note mild annoyance in not maintaining flow on seawall when in-line skaters are taking up a lot of space or not consistent with their line.	Sep 2, 2011 9:22 AM
188	on the seawall... in-line skaters require wide spaces which makes passing them on a bike on narrow bits of seawall challenging.	Sep 2, 2011 8:03 AM
189	Unaware of being passed by bicycle (seawall)--listening to headphones/can't hear bell.	Sep 1, 2011 10:01 PM

Page 5, Q19. While moving through the Park I have had a conflict with

1	Cars tailgate and honk at you on the road sometimes. Get aggressive while passing multiple bikes.	Sep 30, 2011 8:37 AM
2	Speed, especially through parking areas around the Aquarium, Brockton Oval. Some issues with going the wrong way on the park perimeter road or taking up two lanes.	Sep 27, 2011 12:57 PM
3	Tour busses !!! I know it is a park, but there are many other users that don't appreciate below speed limit driving and stopping at points of interest.	Sep 26, 2011 7:13 PM
4	Crossing points, i.e. to get to Lost Lagoon. Also I often go on the road to get somewhere in the park, especially if the paths are busy and I have been honked at and yelled at to go to the bike path.	Sep 23, 2011 10:14 PM
5	At the entrance to Cathedral Trail at North Lagoon Drive, there needs to be a marked crosswalk for Cathedral Trail itself (currently there is only one for Rawlings.) It seems that vehicles slow down for the Rawlings crosswalk and then, thinking they're in the clear, are less aware of pedestrians crossing to and from Cathedral trail right afterward.	Sep 23, 2011 9:33 PM
6	Because I avoid the roads. Though when I go to Prospect Point (which I rarely do) traffic around the point is very heavy and cars are reluctant to stop for the pedestrian crossing there. The Avison trail requires crossing the road at the bridge and this can be tricky because of the blind curve for cars and the volume of traffic.	Sep 23, 2011 1:02 PM
7	when participating in critical mass	Sep 23, 2011 9:25 AM
8	Some cars travel too fast for the conditions or make unsafe lane changes.	Sep 23, 2011 6:08 AM
9	Generally at 2nd Beach pool, but also anywhere one needs to cross from the park out to the seawall.	Sep 22, 2011 11:03 PM
10	Speeding on roads	Sep 22, 2011 9:07 AM
11	Not stopping for pedestrians.	Sep 21, 2011 9:36 PM
12	No one - no one - pays the slightest attention to the speed limit, especially those coming off the Lions Gate Bridge and using the park as a short cut.	Sep 21, 2011 2:17 PM
13	vehicles shouldn't be allowed in park at all, except for emergencies, maintenance...have a free shuttle instead...I once saw someone's car stuck in a ditch for several days on one of the trails deep inside the park	Sep 21, 2011 10:30 AM
14	Some drivers speed on park roads.	Sep 20, 2011 6:37 PM
15	Anytime I have to cross a road or interact with motor vehicles, they don't share the right of way.	Sep 20, 2011 5:34 PM

Page 5, Q19. While moving through the Park I have had a conflict with

16	If I'm cycling on the road. They often go too fast.	Sep 20, 2011 2:21 PM
17	Once early this summer a driver took his car for a stroll down the bike path along Sunset Beach, unaware until it was too late. Fortunately, no one got hurt.	Sep 20, 2011 2:03 PM
18	Some people speed, not often though	Sep 20, 2011 1:16 PM
19	All park roads need more traffic calming. Its a park not a street!	Sep 20, 2011 9:39 AM
20	Lack of cycling knowledge by the drivers limiting their ability to anticipate bikers moves. Example: bikers need to be able to dodge debris, but drivers rarely notice the debris coming up.	Sep 20, 2011 9:02 AM
21	Vehicles buzzing me as a cyclist on the road at 40 or 50 kmh; at peak times in summer excessive vehicle traffic on Stanley Park Road	Sep 20, 2011 8:41 AM
22	travelling the causeway to and from the bridge i have to cross dangerous access roads	Sep 20, 2011 8:21 AM
23	Speed speed speed...Some drivers just HAVE to use the Park as a shortcut and get annoyed if they can't pass fast enough.	Sep 20, 2011 5:44 AM
24	Riding along causeway to Lionsgate Bridge, exits to / from the causeway can be challenging as a cyclists and vehicles do not expect to see a bike cross those on / off exits	Sep 19, 2011 4:00 PM
25	I stay off roads to avoid cars	Sep 18, 2011 10:05 PM
26	Some cars follow quite closely on the right lane because they don't seem to understand that they can also use the left lane. The old diesel tour buses are incredibly smelly and polluting and move at about the same speed as a cyclists.	Sep 18, 2011 6:54 PM
27	Crosswalk at the aquarium.	Sep 16, 2011 9:36 AM
28	Drivers role through the stop signs to the very edge of the road (over the zebra/pedestrian stripe area) or drivers stop on this are while waiting to merge blocking the bike/pedestrian walkway.	Sep 15, 2011 9:40 PM
29	no	Sep 15, 2011 1:58 PM
30	they drive everywhere, idol their oversized vehicles and create unrest in the serene park - honking and being impatient as they all try to exit or enter at once, find parking, and rush to their next thing on their list.... it would be cool if cars were not allowed in the park, but maybe that is not feasible....	Sep 15, 2011 11:03 AM

Page 5, Q19. While moving through the Park I have had a conflict with

31	This year, electric scooters or motorscooters on Seawall. They rent them nearby.	Sep 15, 2011 11:03 AM
32	On the Park road.	Sep 15, 2011 10:42 AM
33	just general congestion during busy times - the answer is patience	Sep 15, 2011 7:28 AM
34	Cycling down from Prospect Point on the road, some cars do not appreciate the speed that cyclists are travelling, so they pull out in front or try to merge in front of other cyclists, ie. me.	Sep 14, 2011 10:40 PM
35	Cars can pass too close on my left. So I now take a full right lane to force vehicles over into the left lane.	Sep 14, 2011 9:41 PM
36	I almost never choose to ride around the park on the road even though it is a glorious route. the cars are just too close for comfort & tourists are not always paying attention	Sep 14, 2011 9:23 PM
37	Too many people in parking lots	Sep 14, 2011 8:47 PM
38	I usually don't bike on roads; however, there is way too much drive through traffic in Stanley Park; I actually think there should be toll for drivers	Sep 14, 2011 8:17 PM
39	Yes, I'm not able to share the roads with vehicles because of their high speeds, lack of attention to cyclists, and limited space	Sep 14, 2011 7:45 PM
40	Car horns are used by stopped drivers who are not aware of a huge event happening by walkers on Sunday, September 11, 2011. The charity event at one road was Scotiabank Paws For A Cause.	Sep 14, 2011 6:21 PM
41	Even on the paved roads, car drivers are generally quite accommodating to cyclists :-)	Sep 14, 2011 6:20 PM
42	Because I bike on bike paths, I rarely have problems with cars.	Sep 14, 2011 6:07 PM
43	Somewhat less in park but certainly when going on causeway or Lionsgate Bridge. Worse in west End entering or exiting the park.	Sep 14, 2011 4:53 PM
44	Blind corner (as a runner) at the 2nd car switchback, coming across the park Drive, from the very narrow blind trail between Prospect Point and the North Creek Trail.	Sep 14, 2011 4:31 PM
45	Lots and cross ways. Signage, need more room.	Sep 14, 2011 4:12 PM
46	stopped at crosswalks	Sep 14, 2011 3:59 PM

Page 5, Q19. While moving through the Park I have had a conflict with

47	Too many cars and they go too fast.	Sep 14, 2011 3:28 PM
48	Crosswalks; cars not stopping	Sep 14, 2011 3:14 PM
49	On the roadway. Stopping suddenly on the roadway to lok at the view where it's supposed to be no stopping.	Sep 14, 2011 3:05 PM
50	on bike, cars turning right at end of Pipeline Road.	Sep 14, 2011 2:56 PM
51	Area 14 on map-Haro etc and onto the Golden Ears Bridge. Sometimes motorised bikes in the cycle lane. Are they allowed on these cycle paths? It can be scary.	Sep 14, 2011 2:14 PM
52	Around Second Beach; Complex traffic pattern around intersections with Park Drive near 2nd Beach.	Sep 14, 2011 1:07 PM
53	Seperation is pretty good but the road could be more accomodating to cyclists.	Sep 14, 2011 12:43 PM
54	Honking, car doors opening, cutting in, smell of exhaust, alarms going.	Sep 14, 2011 12:29 PM
55	Potential conflicts with vehicles at locations indicated by issues 15,16,17 on the information boards at the Coperly Open House.	Sep 14, 2011 12:12 PM
56	Passing too close while on the bike.	Sep 14, 2011 11:45 AM
57	Crosswalks. Crosswalk is ignored, speed.	Sep 14, 2011 11:44 AM
58	On Stanley Park Drive: vehicles do not respect cyclist rights-honking.	Sep 14, 2011 11:40 AM
59	They go slowly enough I find.	Sep 14, 2011 11:18 AM
60	Brocton Point. This is actually a bad place for bikes. Bikes could cut in froprnt of the lookout.	Sep 14, 2011 10:46 AM
61	Entrance to Second Beach. Tourist, I suppose.	Sep 14, 2011 10:29 AM
62	Park Drive. They speed.	Sep 14, 2011 10:13 AM
63	I use a wheelchair. There are a few places where crossing the street from the seawalls to the trailheads into the forest don't match up straight across the road. You have to go diagonally while crossing and it takes a little longer. there are a couple of places where the speeding vehicles come around corners. Its a little unnerving. The bigger complaint is the fast speed with which vehicles travel.	Sep 13, 2011 10:27 PM

Page 5, Q19. While moving through the Park I have had a conflict with

64	In the park, motorists are excessively courteous, unlike in the rest of the city.	Sep 13, 2011 2:57 PM
65	Speed, motorist perception of entitlement	Sep 12, 2011 3:33 PM
66	They drive too fast and don't seem aware of cyclists sharing the road	Sep 10, 2011 9:45 PM
67	Some drivers behave aggressively toward cyclists and seem to believe that bicycles do not belong on park roadways.	Sep 10, 2011 12:04 PM
68	I had some yahoos throw things at me while I was riding my bike around the ring road late at night after the fireworks.	Sep 10, 2011 12:02 PM
69	At Brockton Point, the cars can park right up to the cycle path, allowing their passengers to step out right onto the cycle path without realizing what they're doing. So it's not so much the car as the positioning of the parking and design of the interactions between the modes in this location.	Sep 10, 2011 11:46 AM
70	In the car park at 2nd beach, turning off the road into the car park going the wrong way, going the wrong way on Lagoon drive North from Georga St, also going up the road the wrong way from Cepaley Park.	Sep 10, 2011 11:30 AM
71	Only after summerlive (which was a great event) but it was hard to get out of the park on a bike, had to ride the wrong way on a one-way road - scary!	Sep 9, 2011 5:41 PM
72	Unnecessary honking. (to get out of their way).	Sep 9, 2011 4:32 PM
73	stopping on the road to take pictures etc.	Sep 9, 2011 4:28 PM
74	They want to pass me on my bike on the road when there is no space for them to do so.	Sep 9, 2011 2:31 PM
75	Not stopping for pedestrians	Sep 9, 2011 12:11 PM
76	There is a large range of vehicle speeds in the park. Some vehicles will drive at 20k/hr taking pictures, some drive at 60 or even faster. This includes buses. I also occasionally see vehicles driving the wrong way on the one-way roads. Vehicles also tend to stop or change lanes unpredictably.	Sep 8, 2011 3:02 PM
77	On any summer sunny weekend there is typically a traffic jam starting from the teashouse through to the lawn bowling greens/park exit at English Bay. Having a deisgnated bike path painted along this section would be helpful, since as a cyclist I am typically caught up in this chaos. As a result I am forced to squeeze by dangerously between or beside slow moving/parked cars, or ride on the sidewalk (none of thses are good options).	Sep 8, 2011 2:56 PM
78	not yet- but potential for disaster btw pb office and 2nd beach	Sep 8, 2011 2:19 PM

Page 5, Q19. While moving through the Park I have had a conflict with

79	I usually stay away from the areas where the cars are, when i am on my bike, as it can be unsafe and scary to be cycling near to the cars	Sep 8, 2011 11:00 AM
80	Idling parked cars who don't heed city bylaw.	Sep 8, 2011 10:16 AM
81	Speed	Sep 8, 2011 9:04 AM
82	Drivers speeding, undue care and attention.	Sep 8, 2011 6:58 AM
83	coming down prospect on park drive. almost got killed a few weeks ago when one lady turned into me without shoulder checking	Sep 8, 2011 6:45 AM
84	when im cycling back to west van its not easy to go from the sewall to the lions gate.	Sep 8, 2011 2:12 AM
85	When cycling on roads, some motorists seem to be unaware of the rules of the road.	Sep 7, 2011 9:34 PM
86	On the circle drive around the park, where there are sharrows, some vehicles seem to think all cyclists should be on the sidewalk. If I am moving at 25 - 30 km/hr, I should not be on the seawall, but rather on the roadway.	Sep 7, 2011 3:20 PM
87	Park Drive: tourists in private motor vehicles sightseeing / taking photos and neglecting to signal their intentions using their vehicles turn / four-way signals.	Sep 7, 2011 12:28 PM
88	Sometimes vehicles drive over the speed limit, pass too closely or stop suddenly. Any type of intersection is usually an area of caution.	Sep 7, 2011 10:19 AM
89	Vehicles don't respect bicycles right to space on the road	Sep 7, 2011 9:39 AM
90	the newly paved area just past Prospect Point seems to be an area of confusion, as I think the painted lines were changed	Sep 7, 2011 8:54 AM
91	Inattentive and aggressive drivers are dangerous everywhere	Sep 7, 2011 8:15 AM
92	There are a lot of fast moving vehicles in the park, which I find really reduces my enjoyment of it as a recreational opportunity. I also think it's appalling that there are not better bike routes and a greater variety of bike routes to serve the needs of more cyclists (i.e. commuters) when so much space is given over to cars.	Sep 7, 2011 7:53 AM
93	Speeding vehicles weaving in and out of the two lanes.	Sep 7, 2011 7:44 AM

Page 5, Q19. While moving through the Park I have had a conflict with

94	Every time I walk near a road I hear and smell gas or diesel powered motor vehicles. Every time I ride my bicycle on the Lions Gate Bridge road it's full of motor vehicles.	Sep 7, 2011 6:34 AM
95	Not respecting cross-walks	Sep 6, 2011 11:57 PM
96	Aggresive drivers turning into the from Causeway	Sep 6, 2011 11:32 PM
97	Cars too fast, scary for kids.	Sep 6, 2011 4:15 PM
98	Tourist with inconsistent driving habits do not mesh well with packs of roadies doing laps of the park. Also, I've run into pedestrians and cyclists walking on the wrong side of the causeway.	Sep 6, 2011 2:16 PM
99	tour buses, and others sometimes stop and cut off cyclists on the road way. They also sometimes run crosswalks.	Sep 6, 2011 1:36 PM
100	Vehicles near any lookout don't seem to understand you can't just stop and block traffic. 'Distance to parking' signs?	Sep 6, 2011 1:22 PM
101	They just don't care about cyclists. They don't give enough space, they don't slow down, they follow to closely, they can't seem to be able to share the road.	Sep 6, 2011 1:00 PM
102	Cars traveling the WRONG way (clockwise) on Stanley Park drive. Poor signage at places where cars turn onto the drive.	Sep 6, 2011 11:41 AM
103	Speed, on all roads, aggressive driving	Sep 5, 2011 11:02 PM
104	Along the roadways, there have been occasions when cars have come very close to my bike while I'm riding on the side. They have to remember to slow down also...	Sep 4, 2011 2:14 PM
105	vehicles on park drive often don't give the lane, and pass too close or honk, one lane should be closed to vehicles and dedicated to cyclist	Sep 4, 2011 8:21 AM
106	reduce travel lanes for more active user groups such as pedestrians and cyclists.	Sep 3, 2011 11:07 PM
107	They don't read the signage on the road which says to that cyclists have the right of way.	Sep 3, 2011 6:28 PM
108	Motorists seem to feel entitled to drive fast and carelessly on the Stanley Park roads, as if cyclists and pedestrians should know to watch out for them. This is not good in a public park. Their status needs to be severely downgraded.	Sep 3, 2011 3:56 PM
109	General issues with sharing roadway with cars. I am particularly concerned that no bike lanes were added to Pipeline Road when it was reconstructed recently. This would have been a great opportunity to improve safety for cyclists and to	Sep 3, 2011 12:09 PM

Page 5, Q19. While moving through the Park I have had a conflict with

	encourage more people to access the park by bike.	
110	don't stop at intersections; driving too fast	Sep 3, 2011 8:25 AM
111	When riding on to Lions Gate Bridge (on the causeway) they sometimes pull out of the driveways without looking. But mostly drivers in the park are quite courteous.	Sep 3, 2011 1:06 AM
112	at crosswalks usually	Sep 2, 2011 10:18 PM
113	I hardly every ride on the road because it's too narrow and I'm too afraid to ride on them so rarely come across them. On the rare occasion I have had to cross a road to continue on a path the vehicles are usually going slowly enough that it is not too difficult to cross.	Sep 2, 2011 10:02 PM
114	Drivers not paying attention	Sep 2, 2011 8:56 PM
115	surprisingly. i frequently bike the climb up to prospect point and they always give plenty of room.	Sep 2, 2011 6:52 PM
116	cars exiting to park offramp southbound from causeway at Prospect Point, cutting across bike/pedestrian walkway and crosswalk from angle hard for cyclist to see. Rumble strip / speed bump in offramp might be good	Sep 2, 2011 5:42 PM
117	See above conflicts with cyclists.	Sep 2, 2011 4:58 PM
118	Speeders vehicles rarely respect the park speed limit or posted signage. Sight seeing folk swerving or stopping suddenly	Sep 2, 2011 4:23 PM
119	I often have cars speed past me and get aggressive towards cyclists. Which is especially problematic when you're going the 30 km/hr speed limit on a bike.	Sep 2, 2011 3:43 PM
120	It can be difficult to cross in marked crosswalks because drivers can sometimes be impatient.	Sep 2, 2011 3:39 PM
121	cars failing to yield at striped crosswalks	Sep 2, 2011 3:05 PM
122	Cycling on the main roadway through the park is a common practice for those who want to go faster than the seawall allows. I have had drivers of vehicles yell at me for being on the road thinking that I don't belong there, follow and pass too closely to me, and neither drivers or cyclists obey the speed limits.	Sep 2, 2011 3:05 PM
123	Some drivers don't know how to drive, and go too fast on the road. They'll also not give you enough shoulder room. I ride a road bike and go too fast for the sea-wall often, so I take the road as I'll go 30km/h and I don't want to scare the tourists. Cars will sometimes wizz by me. Not cool!	Sep 2, 2011 2:49 PM

Page 5, Q19. While moving through the Park I have had a conflict with

124	When cycling along the road loop within Stanley Park, there is no bike lane, so I have occasionally been cut off or had to swerve to avoid cars.	Sep 2, 2011 2:20 PM
125	Along pipeline road and up towards Prospect Point. Mostly cars that are going too fast to try and get to the bridge.	Sep 2, 2011 1:56 PM
126	on the street, anywhere around the park, despite a 30km/h limit, drivers will still honk and pass very quickly (even though i'm often riding close to 30km/hr if i'm riding the road, especially on the downhill)	Sep 2, 2011 1:11 PM
127	Pretty well behaved,	Sep 2, 2011 12:41 PM
128	I stick to the seawall - why ride on the road when you have such a beautiful route to use?	Sep 2, 2011 12:37 PM
129	Car drivers seem to be illiterate, they can't obey speed limits and often race through the park at well over 60km/h	Sep 2, 2011 12:08 PM
130	On the roads. Not aware of cyclists.	Sep 2, 2011 11:55 AM
131	Too many cars, too much congestion, too much road rage.	Sep 2, 2011 11:55 AM
132	On the inner drive at view points traffic patterns get erratic. Many cyclists use the inner drive as a place to do training or fitness rides and drivers often misjudge the speed that bicycles can travel or don't look for cyclists before stopping abruptly to check out a sight.	Sep 2, 2011 11:16 AM
133	Though I do wish the speed on the Stanley Park Causeway could be reduced for the sake of wildlife and maintaining the serenity of the forest. Not by much, as I imagine it could easily cause traffic problems, but enough that it isn't basically a freeway right through the middle of our park.	Sep 2, 2011 11:12 AM
134	On the road, cars occasionally go faster or slower than myself on a bicycle, which makes for potentially dangerous situations of passing.	Sep 2, 2011 11:11 AM
135	i don't use the road because people go pretty fast along the roads and i'm busy climbing a hill!	Sep 2, 2011 10:59 AM
136	vehicles are often unaware of cyclists	Sep 2, 2011 10:48 AM
137	totem poles	Sep 2, 2011 10:43 AM
138	vehicles passing on any of the roads tend to pass very close to the cyclists	Sep 2, 2011 10:43 AM
139	if biking on the road, vehicles not giving way or space	Sep 2, 2011 10:36 AM

Page 5, Q19. While moving through the Park I have had a conflict with

140	Drivers going too fast, not looking where they are going, and difficult crossing the causeway because too many cars.	Sep 2, 2011 10:35 AM
141	They don't pose a problem in the areas of the park I use. The exposure to cars in the park is similar to that of biking the streets of Vancouver in my mind: We share the road.	Sep 2, 2011 10:32 AM
142	Cars should be banned inside the park. period. the drivers don't care, or watch. I have witnessed atleast 10 incidents in the last 2 years where a car has taken down a longboarder or cyclist because they were not even watching where they were going, let alone checking mirrors.	Sep 2, 2011 10:30 AM
143	They drive too fast and don't always stop at the cross-walks (ie: near 2nd Beach, etc) to let pedestrians cross.	Sep 2, 2011 10:25 AM
144	But I rarely use the roads to cycle as they're too dangerous - drivers are watching the scenery not the traffic.	Sep 2, 2011 10:17 AM
145	I tend to stay on the bike paths.	Sep 2, 2011 10:09 AM
146	I have several times seen cars going the wrong way aorund the park.	Sep 2, 2011 9:45 AM
147	Speeding on stanley park dr	Sep 2, 2011 9:36 AM
148	sometimes when on the roads drivers tend to view you as in their space, sort of like, everyone else but them should be on the trails and paths	Sep 2, 2011 9:30 AM
149	usually by the totem poles - they stop in the road to try and figure out where to park.	Sep 2, 2011 9:28 AM
150	Crosswalks. They frequently fail to yield.	Sep 2, 2011 9:26 AM
151	Cycling on Stanley Park Drive--vehicles ignore speed limit and/or pass bicycles with inadequate clearance. Parking lots feature a great deal of clueless driving--conflicts with pedestrians, but relatively few parking lots near high pedestrian zones.	Sep 1, 2011 10:01 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

1	I find most bikers can't find their way out of the park from the Totems or Aquarium. They usually resort to going the wrong way along the Seawall instead of cutting through the park and going over the overpass.	Sep 30, 2011 8:39 AM
2	Abuse of alcohol at family events leads to a hostile atmosphere. In addition, the lack of park rangers for general information questions leaves one thinking the forest interior is abandoned besides weathered sign posts to who knows where.	Sep 29, 2011 9:58 AM
3	The seawall part of the cycle paths is wonderful and for the most part the one way system works. More information on the signage/maps to let cyclists know their options re: the one way system could enhance more people's experience.	Sep 28, 2011 11:50 AM
4	Heading from second beach through the tunnel towards lost lagoon is always terrifying! Blind corners with skaters and cyclists zipping through. I'm pretty sure it's not meant for pedestrians but it seems like the other options are a ways out of the way when you're walking.	Sep 28, 2011 10:28 AM
5	difficult to exit the interior of the park in bike lanes or on road without having to travel in the wrong direction (travelling against traffic on the road or seawall)	Sep 27, 2011 4:56 PM
6	Parks vehicles need to access the off road portions of the parks but on occasion when they do so they are not taking enough due caution with regards to people on foot or bike. Sometimes that may be to a lack of visibility with one person behind the wheel.	Sep 27, 2011 1:03 PM
7	I commute into Stanley Park several times a week. In the winter it is very dark. I use bike lights, but path lighting within the park would make the commute safer.	Sep 27, 2011 12:05 PM
8	The paths that lead from the Aquarium to the lit roads around the bus loop need to have lighting on them, both for pedestrians and cyclists entering or exiting the Park in the dark. It is a safety issue in an area that sees lots of traffic by staff, volunteers and tourists daily. The problem is more an issue between the fall and spring equinoxes when daylight hours are more limited.	Sep 27, 2011 10:39 AM
9	I covered it with my earlier comments. Thank you for taking the time to ask the public.	Sep 26, 2011 10:12 PM
10	I have travelled and seen many well planned and signed cycling lanes / paths. I feel a well planned and clear, thoughtfully signed pathways with perhaps some low fence rails to delineate the pathway in areas like English bay and second beach playground would make life better for most. of course some widening & delineating of the path between English bay & Second beach would do well.	Sep 26, 2011 7:21 PM
11	Bicycle-specific signage that's based on destinations and the most direct routes to them. The Seawall is great, but there should be bike routes leading directly to every possible destination.	Sep 25, 2011 9:41 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

12	There needs to be something done about the intersection at the stone bridge (at lost lagoon). Cyclists don't go on the right path and it's very hard as a pedestrian to get to the path for walkers without getting on the cyclist path.	Sep 24, 2011 8:35 PM
13	You identified a lot of the areas of issue/conflict. While there are high conflict areas, at any point there is the danger of a pedestrian being on the wrong path. Cyclists have been badly injured while trying to avoid hitting pedestrians. These paths really must be separated. I no longer go there in summer. If I want to go to Malkin Bowl or elsewhere in summer I now take the roads on my bike. I enjoy the seawall in winter or in-between seasons when it is not so busy.	Sep 23, 2011 10:17 PM
14	I think it's worth noting that there are vastly different kind of cyclists, from the hard-core athletes to the toddlers with training wheels. They don't necessarily fit on the same paths.	Sep 23, 2011 10:01 PM
15	There seems to be no enforcement whatsoever of the "no cycling" rules on pedestrian-only paths. As a regular park visitor I know for a fact that there are at least as many cyclists who ignore the rules as there are those who don't know or understand them. There should be enforcement of these rules, otherwise they are meaningless. If there is not enough funding for enforcement, here's an idea: ALSO enforce the "on-leash park" rules, which actually claim to be punishable by fine, and then use the money collected from these fines (since there are TONS of regular users of the park who walk their dogs off leashes) to pay for additional park rangers who can enforce ALL the posted rules (including the "don't feed the animals" rule, since people feeding animals around Lost Lagoon also contributes to congestion of pedestrians and cyclists.)	Sep 23, 2011 9:37 PM
16	Many blind curves, many areas where you need to pay attention to curbs, pedestrians, dogs, hills	Sep 23, 2011 4:19 PM
17	That the seawall is much busier than the road, especially during the busiest times. Allocating road space for cyclists going the reverse way to the seawall would make cycling in the park more enjoyable and would make the seawall less busy. Thanks for doing this consultation. Keep up the good work.	Sep 23, 2011 1:05 PM
18	The stated aim of this questionnaire is to improve cycling in the park. Why? they have almost taken over. The cycling sections should be completely separate from the pedestrian sections. no shared lanes. When I cycled I avoided weekends as there are far too many for the seawall. Because the mayor cycles, this council is obsessed with cycling.	Sep 23, 2011 10:07 AM
19	I feel like I am never drawn to use the interior of the park when biking the seawall. On the few occasions I have been inside I was surprised to see all the things I had been missing	Sep 23, 2011 9:27 AM
20	Despite some problems and the potential for conflict, the seawall cycling path is one of the highlights of life in this city. I don't know what I'd do without it!	Sep 23, 2011 8:21 AM
21	Too bad about the freeway that cuts the park in half. Would be nice to cover it up and turn it into a tunnel (like the cut and cover with the Canada Line).	Sep 22, 2011 11:04 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

22	My main concern is just maintenance. If there are leaves on the seawall the pieces of gravel and small twigs are a hazard for inliners. Maybe some sweeping/blowing every few days would be great with particular attention to the areas where gravel/sand is adjacent to the seawall and where there are more trees with falling leaves.	Sep 21, 2011 5:05 PM
23	I'd like to see the park closed to vehicles from 7 am to 11 am on one Sunday each month. This should not impact the businesses on site and would allow pedestrians, cyclists, skateboarders and inline skaters a few hours to enjoy the park safely and without traffic congestion, air pollution and speeding cars. More secure bike parking would also be appreciated.	Sep 21, 2011 2:19 PM
24	More bike parking throughout the park, not just at the beaches. Also more benches would be welcome.	Sep 21, 2011 10:50 AM
25	The causeway itself ruins Stanley Park. Time to close it altogether.	Sep 21, 2011 10:31 AM
26	Please improve signs and pavement markings!!	Sep 20, 2011 9:06 PM
27	Designate a two way bike path from Georgia to the aquarium, Brockton oval, etc. Widen the bike path between English bay beach and second beach to at least four metres.	Sep 20, 2011 6:39 PM
28	Question was not asked: are there places in the park that you don't visit because you don't know how to get there on the trails, or trails you don't use because you get lost, or places you don't go because with the one-way seawall and lack of signage, it is either too long a trip to get there, or too long a trip to get back.	Sep 20, 2011 5:35 PM
29	The bike/pedestrian paths need to be updated. Thank you for doing this.	Sep 20, 2011 2:03 PM
30	A clearly marked trail that parallels but is not right beside the main road would be very welcome.	Sep 20, 2011 1:16 PM
31	Lack of good bike racks in high visibility areas. Bad racks: serpentine style. Good racks: upside-down U racks and single post with ring.	Sep 20, 2011 9:04 AM
32	Much better signage and tourist education is needed re: the distinction between pedestrian and cycle/skate path. Some bylaw enforcement re: motorists speeding on Stanley Park Road would be useful. Twice this summer I have seen vehicles driving the wrong way on Stanley Park Road. At peak times the seawall is too narrow for organised running events (races and training groups >10 people). The seawall cycle/skate path needs better speed limit signage, with instruction that bikes over that limit must use the road. I don't know what the law says about motorized scooters but anything with a motor should be banned from the seawall and there should be a speed limit (say 25/30kmh) on the northbound causeway bike/sidewalk. I've seen quite a few tourists confused about how to access the causeway / LGB from the park. Better signage, a better connection between the causeway and the ped/bike overpass, and perhaps another point of connection (e.g. with North Creek trail) might be a good thing.	Sep 20, 2011 8:52 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

33	seawall bike lane needs to be double width and painted	Sep 20, 2011 8:21 AM
34	I only cycle early morning or during less busy, cooler seasons when there's less traffic.	Sep 20, 2011 6:51 AM
35	As a frequent user (Private and business) I would like to commend the Parks Board for the EXCELLENT job you are doing. We get many comments from visitors who have explored the park on their own and most of them felt an amazing sense of reconnecting with nature and a general sense of well being. Getting "lost" sometimes and taking the wrong trail just added to the experience. In my opinion the only signage changes should be those of caution to bikers and pedestrians. Which leaves careless drivers. Please install cameras which record speeding drivers who abuse this privilege. Thank you	Sep 20, 2011 6:01 AM
36	The park is actively used outside of daylight hours as well. It would be much safer to light up the seawall path. This can also be used by lighting up trees and using indirect lighting that does not disturb the nature in the park or make it look like a highway when looking at the park from the rest of the city.	Sep 19, 2011 5:57 PM
37	We need more open spaces within the interior of the park - grasslands and true parkland to increase use and safety. Nature did us a favour by falling some trees, now we can open it up for tax-paying residents to use. The population of downtown has grown exponentially but the area of Stanley Park for residents to use has shrunk. Look at second beach on weekend in the summer - it's packed. Speaking of Second Beach, the pavilions nearby are dated, dark, no view, and gross. I wouldn't want to have a picnic there. Redo them and build more. By bringing life back to the interior of the park it also brings a sense of safety. Even as a male I find it scary to jog through the middle considering what happened to Ji-Won, that poor Korean girl. Outsource to local community groups interested in creating volunteer gardens similar to the ones located near the tennis courts at the foot of Haro Street. The trails around Lost Lagoon are wild, ridiculously untamed, and soaked with bird crap. Does it have to be that way? Trim it back so people can see. I can't imagine what tourists think. Why not open it back up to the ocean for natural tidal flow? That water is septic and putrid. If it were clean, we could rent row boats for residents to use similar to New York's Central Park. Also, the baseball diamond and Rugby club are in soreful need of an upgrade. That could be a brilliant seasonal restaurant with outdoor seating, etc. a place to watch the rugby, cricket and baseball games while having lunch. It's also a way to generate revenue for the park especially for cyclists looking to relax along the way. Outsource to company to build it and run it. The seawall is great but there are opportunities for attractions within the park too. The Public Bathrooms - atrocious and disgusting and smelly. They need improvements or complete renovations. Finally, I challenge the park board to do what they are mandated to do without being held hostage by a non-elected special interest groups like the Ecological Society. (Who incidentally wanted me to weed evasive species as a volunteer, not a good use of volunteer time. If the park could generate revenue, it could hire a company to do it thereby providing volunteers a different, more engaging and rewarding opportunity to contribute). The park is for all citizens and should generate revenue, at least enough revenue through events, F&B, and services to break even. It's a brilliant place with incredible potential, but it's been neglected. It's a PARK from the last time I checked not an untamed "urban forest" otherwise just change the name to Stanley Urban Forest. It should be	Sep 19, 2011 5:41 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

accessible, safe, revenue-generating, full of events, sites, attractions, and opportunities. Why not a mini mountain bike park? Expand the mini golf? More free concerts and shows. Expand the Rose Garden. Solicit private donations to improve the dilapidated park benches. Have you ever seen the Royal Air Force Memorial plaques? That area is also in dire need of TLC. Improving Malkin Bowl is a step in the right direction. Let's keep it up and make it the best urban park in the world, something Lord Stanley would be proud of.

- | | | |
|----|---|-----------------------|
| 38 | The causeway is too congested. It should have been expanded to 4 lanes. Lost opportunity! | Sep 19, 2011 4:42 PM |
| 39 | improved visibility of designated bike paths / pedestrian paths, signage, more bike racks, incentive for people to walk or ride rather than drive and encourage families to enjoy the park and PLEASE take all this information and apply it to the kits beach / granville island seawalls as well. | Sep 19, 2011 4:02 PM |
| 40 | on the narrowest part of the seawall, would it be a possibility of removing the curb that divides cyclists and pedestrians? I have seen a number of accidents of cyclists falling off the path, especially when it's very busy day on the seawall and people who are wobbly cyclists. | Sep 19, 2011 4:01 PM |
| 41 | I think that the helmet law (for cyclists) should be enforced in the park, as it also is supposed to be enforced throughout the city. As well as the requirement to have and use a 'bell' on the bicycles. I've seen the park rangers frequently throughout the summer season, but have only witnessed them advising people to walk their bikes through the specific congested areas; never have seen them redirecting cyclists to travel in the proper direction, for example - especially in those few locations where there's a sharp corner and where bikes going in the wrong direction could be disastrous/dangerous to cyclists going in the opposite direction. | Sep 18, 2011 11:47 PM |
| 42 | Parts of seawall are very narrow but I doubt that that can be fixed. Mostly seawall is great as well as continuing bikepath all along English Bay and False Creek | Sep 18, 2011 10:07 PM |
| 43 | I really enjoy cycling through Stanley Park on my way to and from North Vancouver where I live. I work in Vancouver. It would be faster for me to use Second Narrows, but going through Stanley Park is a highlight, so I chose the longer route. There should be consideration for cyclists coming from Lions Gate Bridge and going to downtown, not just for cyclists who want to go in a circle around Stanley Park: better signage and more direct bike paths. | Sep 18, 2011 6:58 PM |
| 44 | I remember when roller skating was banned in the early 80's. It was silly and a shame as there are so few safe locations not to mention as beautiful, as the Seawall to recreate on. For the most part I think everyone gets along fine. I applaud the recent repaving upgrades. Bravo! I miss the old Inline Skate Patrol that used to help out. | Sep 18, 2011 2:33 PM |
| 45 | Cyclists routinely ignore the requirement to walk their bikes on portions of the sea wall, and just sail past playgrounds, etc. Recall the incident in Toronto recently where a pedestrian was killed by a cyclist riding on the sidewalk - how do we prevent that from happening on the Sea Wall? | Sep 17, 2011 1:17 PM |

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

46	Bike riders need "U-turn" routes marked, so they know they do not have to travel all the way around the seawall.	Sep 16, 2011 7:07 PM
47	The danger of oil tankers in the Burrard Inlet. Ban them now!	Sep 16, 2011 1:38 PM
48	Bicycle renting stores crowd sidewalks which approach Stanley park. Many cyclist ride bikes on sidewalks to and from the above stores. The number of stores offering bikes for rent should be limited.	Sep 16, 2011 9:37 AM
49	It would be great if you could cycle both ways on the seawall, especially the part that goes between the start and to to aquarium, the totem poles and places where events like this past summers concerts, etc. were held.	Sep 15, 2011 9:01 PM
50	better signage for bike/ped/rollerblading	Sep 15, 2011 5:22 PM
51	The seawall is chaos. I have no idea how to make it more clear that there is a bike lane and a pedestrian lane but it would be great if you could.	Sep 15, 2011 4:45 PM
52	Most of the problems in the park are the fault of the Park Board, in the Summer months there are some sort of a run every other week end, and events start in Ceperly Parke where three bike lanes meet. If you are walking West, North of the Pitch and Putt wanting to go to Ceperly Park you arrive at a dead end at the underpass so people walk on the bike path through the underpass and a bike going east won't see them untill there on top of them.	Sep 15, 2011 4:11 PM
53	It is hard to map a direct path through the park when simply using it to travel through (e.g. as a route to Lionsgate Bridge) and I often end up lost, or using the busy road, or cycling on pavements	Sep 15, 2011 1:08 PM
54	Tourists are fairly unaware of the length of the bike ride and therefore try turning back. They also stop on the path to take photos.	Sep 15, 2011 12:47 PM
55	I think there should be signs to advise people walking or cycling to Keep To The Right, so you can pass on the left. This works with cross country skiing. People dont know where they should move to.	Sep 15, 2011 12:23 PM
56	I really think there should be a better way for road bikes to get to third beach. Wide sidewalk on the road would probably make the most sense.	Sep 15, 2011 12:14 PM
57	This somewhat relates to biking, in the sense that it relates to the environment as a whole - I would love to see some compost bins in the park, next to the garbage bins, and some paper recycling bins, even paper cup recycling bins (thought I know only some places actually recycle the cups) the garbage is always full of so many items that can be recycled, it makes me sad!	Sep 15, 2011 11:03 AM
58	Bikes on sidewalks a lot. Pedestrians have a challenging time, often, and unsafe.	Sep 15, 2011 11:03 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

59	Need better access to Third Beach by bicycle via Second Beach direction.	Sep 15, 2011 10:48 AM
60	Need better signage regarding where bicycles are allowed on interior trails. No electric powered bicycles or scooters on Seawall!	Sep 15, 2011 10:43 AM
61	At night/dusk, the path is very dark. This is not normally a problem but during concerts this can be an issue. So lighting could be better during events and would be quite beautiful too.	Sep 15, 2011 10:38 AM
62	1. Electric bikes/scooter: if they are not allowed, their needs to be more "not allowed" signage posted. 2. If cyclists need to wear helmets in the park so do the skaters, it's not fair. 3. Not enough definition in where bikes go and where pedestrians go.	Sep 15, 2011 10:28 AM
63	Park rangers should have peace officer status and be utilized for enforcement of park rules, bylaws and laws.	Sep 15, 2011 10:19 AM
64	Please consider separated bike lanes on the roadways. Would never cycle on the roadway with my small child.	Sep 15, 2011 10:16 AM
65	need to find a way that all users will read signs	Sep 15, 2011 10:12 AM
66	It would be nice to have milage markers.	Sep 15, 2011 10:07 AM
67	create bike only paths and lanes around the park...no one roller blades like they used to...too much work!	Sep 15, 2011 9:18 AM
68	Cyclists should be asked on signage etc to ring a cycle bell when riding on dual-use path, such as in forest.	Sep 15, 2011 7:40 AM
69	Security	Sep 15, 2011 5:30 AM
70	Seawall bicycling path is very narrow; even 2 bicycle/rollerbladers can not go side by side. I want my friend beside me not behind!! one way is not a good idea..expand the path and make it 2 way please. there are too much room for that.	Sep 14, 2011 11:44 PM
71	Perhaps signage should be in multiple languages as it seems that most conflicts are with people whose first language is not English.	Sep 14, 2011 11:28 PM
72	Don't forget about encounters with horse drawn carriages; they are slower than cars and bikes, but they take up an entire lane, forcing cyclists and cars into the left lane.	Sep 14, 2011 10:41 PM
73	I'm glad to see some new paving each year. Keep up repave the rough patched.	Sep 14, 2011 9:42 PM
74	There should be a requirement that rental bikes in the park follow the law and be equipped with bells. They also should	Sep 14, 2011 9:31 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

be equipped with mirrors. Cyclists should be instructed to ride on the right and pass on the left. They also should be instructed to warn other cyclists, skaters or pedestrians when they are passing.

75	I find parts of the seawall too small to navigate very comfortably. Also in many areas, particularly the coal harbor seawall, the lanes are Poorly marked and rife with dazed pedestrians walking out in front of me	Sep 14, 2011 9:24 PM
76	We don't need more rules for cyclists nor related enforcement!.. enhanced signage and recommended etiquette might be productive for those who are less thoughtful. PLEASE, let's avoid the never-ending expansion of nanny-state regulation. THANKS.	Sep 14, 2011 9:20 PM
77	The bike path going through the 2nd Beach playground area is very dangerous. Personally, I've had small children run directly in front of me with now warning on more than one occasion, and have seen it happen to many others. For safety reasons, I think a low fence/barrier needs to be erected along that part of the pathway to prevent serious accidents.	Sep 14, 2011 8:18 PM
78	painted (or preferably separated) bike lanes on the roads around Stanley Park would be greatly appreciated for getting to destinations.	Sep 14, 2011 7:46 PM
79	It would be nice for the cyclists to have their own lane, so that it would be safer for the vehicle drivers and the cyclists. And if the cyclists ride in the drivers lanes, they should be ticketed.	Sep 14, 2011 6:43 PM
80	while there is a speed limit on the seawall, it is never enforced - that i have seen. there should be rider education that should they prefer to ride at a faster pace that is unsafe for the seawall, the riders should ride on the roadway instead. this is much safer for both the seasoned riders and the occasional/family riders.	Sep 14, 2011 6:36 PM
81	I love the trail 8 months of the year, but in the summer during high tourist season it is no longer fun as a local resident to run/ride/skate around the park, there are too many tourists on rental bikes.	Sep 14, 2011 6:31 PM
82	One minor concern are the large cracks and potholes in some of the old-paved sections of the park (from a road cyclists perspective). Otherwise, no concerns.	Sep 14, 2011 6:21 PM
83	As a local resident of the west end, I bike around and through Stanley Park often. The seawall desperately needs to be widened to accomodate the amount of people that use this beautiful path. I would like to see more lanes implemented. One for fast biking, one for slow biking/ in-line skating, and one for walking.	Sep 14, 2011 6:08 PM
84	Prospect Point is dangerous. Person fell off Seawall. Lip is too small.	Sep 14, 2011 4:58 PM
85	Yes, what about educational/informative rides. There are rental places and some safety classes. Why not oppurtunities to invite car people to bike for free in guided group tours hosted by Park Board?	Sep 14, 2011 4:55 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

86	I don't agree that Lost Lagoon should be off limits to cyclists	Sep 14, 2011 4:48 PM
87	Cyclists seem to have a sense of entitlement. Not everything should be changed to cater to their desires!	Sep 14, 2011 4:44 PM
88	Use of Seawall and mature paths in Stanley park should be enjoyable to everybody--with too many cyclists/in-line skaters (especially on weekends) it is not safe any more, I've witnessed accidents happenby cyclists/skaters. Let's try to make more space for walking, without fear of being run into.	Sep 14, 2011 4:39 PM
89	So many tourists (esp. on rented bicycles) they miss out on seeing the view from Prospect Point when riding along the Seawall, way down below! The bike stretch past the rowing club, after gets totally congested, bwtn rollerbladers and cyclists. The underpass east of 2nd beach is a problem areas for walkers/bikers.	Sep 14, 2011 4:34 PM
90	Thanks for doing this.	Sep 14, 2011 4:22 PM
91	safety - woman in forest alone	Sep 14, 2011 4:21 PM
92	Tourist need to be aware of directions and rules.	Sep 14, 2011 4:19 PM
93	smoking in park and benches	Sep 14, 2011 4:16 PM
94	I hope you actually take action.	Sep 14, 2011 4:12 PM
95	Yes! The seawall NEEDS to be 2-ways; it is silly to expect someone (esp. tourists) to navigate the interior trails just because they don't want to go all the way around the park. Also, beaver Lake (far side, near overpass) desperately needs at least a portapotty.	Sep 14, 2011 4:06 PM
96	Have signs telling people to keep to the right side of the path.	Sep 14, 2011 4:02 PM
97	Again- Stanlet Park Seawall is losing a pedestrian-friendly and welcomign feeling. Too many rental bikes.	Sep 14, 2011 3:57 PM
98	More and better signage 1. Bikes/Skaters only 2. Announce when you're going to pass 3. Bike lane in other direction, clockwise. 4. More/better park rangers on paths.	Sep 14, 2011 3:53 PM
99	-corner by stone bridge at Lost Lagoon -Lost Lagoon should be pedestrian only considering a road was put through the rodo garden for bikes.	Sep 14, 2011 3:49 PM
100	I would like to have a running lane! Thanks.	Sep 14, 2011 3:44 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

101	1. Importance of education about cycling rules-groups staying in one line, children not going over the path. 2. More bike parking spaces	Sep 14, 2011 3:43 PM
102	-more signage. Near pool re. where to go and direction of travel. -more signage at main entrance to park esp. points near bike rental shops.	Sep 14, 2011 3:36 PM
103	The seawall bike and rollerblading path should go both directions and I wish cyclists have to dismount at the entrance to the park right after the dog park where all the paths converge. I wish rules were enforced. In two years, I've never seen a reprimand eg. for speeding or wrong direction, etc. I prefer wood chips to pavement. Would a low wall help people pay attention to bikes vs. pedestrians?	Sep 14, 2011 3:16 PM
104	A lot of drivers stopped in the parking spots using drugs and you know they will be driving immediately after using drugs-- impaired driving?	Sep 14, 2011 3:06 PM
105	Would like alternative paved (for road bikes) route through park.	Sep 14, 2011 2:53 PM
106	Yes, solution? a. Enforcement-rangers need to fine offending bikers. b. Mark, more signs, big signs. "Pedestrian only" at junction points.	Sep 14, 2011 2:48 PM
107	The unfairness given to the artists of the Stanley Park Artists' Circle	Sep 14, 2011 2:43 PM
108	Cyclists and pedestrians need to learn proper etiquette.	Sep 14, 2011 2:31 PM
109	Wider trails for bikes, skates, etc.	Sep 14, 2011 2:28 PM
110	People need more help understanding how to use multi-use paths. Some cyclists need to be made more aware of speed limits.	Sep 14, 2011 2:20 PM
111	Some sort of repair centre--place to hang bike to work on and basic tools eg. to repair a slipped chain or remove tire for puncture repair. I think I saw something in UBC: a stand with wires attached to tools. Thanks.	Sep 14, 2011 2:15 PM
112	wildlife-racoons	Sep 14, 2011 2:08 PM
113	Seawall is very narrow in many places, creating congestion. Novice cyclists should learn the basics of cycling in bike/ped traffic, suggestion for local retail services. Speedsters should be discouraged from using the Seawall.	Sep 14, 2011 2:03 PM
114	Signage is often too high, out of eyesight of people who watch the path ahead. Signs in non-english, even better signage or more instructions. Simple "keep left/right" signs, repeated along paths. Signage with etiquette instructions. Rental	Sep 14, 2011 1:57 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

	cycles with attached maps/etiquette/rules. Need for speed judgement lines to complement speed limit signs.	
115	Clear areas are needed for bikes and pedestrians.	Sep 14, 2011 1:50 PM
116	more paved lanes for bladers	Sep 14, 2011 1:47 PM
117	-would like off limit paths for cyclist @ Lost Lagoon, Beaver Lake. -like to keep quiet areas, just for walkers -cycling on some paths okay -some more signage but please do not put signs everywhere	Sep 14, 2011 1:41 PM
118	Please continue to look after our special gift. I don't want to encourage more use--less is better. Let us just enjoy the natural beauty of the park.	Sep 14, 2011 1:30 PM
119	-Make more of the Seawall smoother for rollerbladers -I like to rollerblade from Stanley Park + around False Creek to Spanish Banks but part of False Creek and Granville Island has large stones and pebble bricks and there is no paved bike/rollerblade path after Vanier Park, only gravel. I have to use West 4th up and down. Vancouver should step up and make a nice rollerblade path along the water if possible! Please pave Vanier Park to Spanish Banks, improve False Creek.	Sep 14, 2011 1:26 PM
120	Is there a way to cycle only half the seawall and return by a shortcut? I think you can go one direction only.	Sep 14, 2011 1:17 PM
121	Approach to overpass on Lake Trail is too steep-may need short new trail with switchback. Consider reallocating road space on Avison Way and/or sections of Park Dr. to allow counterflow cycling to return from Brockton Pt. Maybe path near Aquarium as well. Critical connection outside Park: move all floatplanes to new terminal and build short missing section of Seawall.	Sep 14, 2011 1:09 PM
122	I just think certain cyclists expect to be able to move around park as if there were no other users. They need to learn to share. Ban headphone/cellphone use for ALL USERS!!	Sep 14, 2011 1:00 PM
123	Encourage respect and cooperation between cyclists, pedestrians, bladers.	Sep 14, 2011 12:52 PM
124	Very good park compared to home.	Sep 14, 2011 12:49 PM
125	As a pedestrian, not enough sinage or crossing bike paths.	Sep 14, 2011 12:47 PM
126	Reversing Seawall allows road to be used as a shortcut back.	Sep 14, 2011 12:43 PM
127	Cycling is a safe, healthy and fun recreation activity. Why do we need to wear a helmet? Please research this issue with all its implications and repeal the helmet law in parks and seawall. Please be also aware that a bike sharing program in	Sep 14, 2011 12:35 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

	Vancouver will fail if we don't repeal the helmet law. Reducing cycling because of helmets leads to a huge reduction in health benefits, nwww.ecf.com Ask me why I don't wear a helmet! Pedestrians and bikes don't get enough space. Take some space (parkign space from the road) and add it to the sidewalk/bike pathway! Increase parking fee-encourage more people to become "human powered" Electric bikes should not be allowed on sperate bicycle paths- they are too fast. Only human powered vehichles should be allowed and obviously wheelchairs,	
128	Stanley Park should play a role in encouraging commuters to switch from car to cycle. A planned accomodation of commuter cyclists is much preferred over informal use via desire lines & informal trails, both for the commuter cyclist and Stankley Park.	Sep 14, 2011 12:14 PM
129	Bicyclists need to be licsenced and insured if they wish to feel justified in their attitudes of entitlement. They do not respect the fact that this is a PARK. Seawall is not a roadway.	Sep 14, 2011 12:08 PM
130	Signals more visible	Sep 14, 2011 12:05 PM
131	Way more signage of trails permanently closed to bikes. Enforcement because people are just stupid.	Sep 14, 2011 12:00 PM
132	1. More/better signage. 2. To stay to left. 3. Announce when you're passing. 4. Bikes only or skaters. 5. the water fountains are never cleaned. 6. Get another bike lane so you can go in other direction.	Sep 14, 2011 11:49 AM
133	Unclear signage as to where the seawall bike path starts and how to get there.	Sep 14, 2011 11:44 AM
134	Seawall upgrades-See BAC proposed upgrades to seaside path	Sep 14, 2011 11:40 AM
135	-Need to improve the 2nd Beach path (seperate a lane to snack bar, replace 90 degree turns with a rounder arc) -Need to remove sand from symnastic swings @ Ceperly Park an replace with rubber mats (so sand doesn't drift on to blading path) -Need 2-3 run-outs on hill from Stanley Park Kate to Ceperly Park (for beginner bladers/roller-skates/skateboarders/bike riders to reduce hazards) -Need to remove bark mulch from fallen tree by rowing club (replace with rubber mats) so it doesn't spew on to blading path -Put path in from basketball court to underpass/pathway so beginner bladers can use basketball court	Sep 14, 2011 11:35 AM
136	Make a cycling bypass around the Variety Kids Water Park, make it two-directional from Chilco to the Totem Poles. Make it two-directional from 3rd Beach to English Bay.	Sep 14, 2011 11:25 AM
137	Bikes with trailers/tandem bikes have difficulty going through "cattle guard" gates @ dismount areas. No one knows if it's the law to wear a helmet or not. Many cyclists go wrong way on Seawall at Second Beach.Many cyclists go wrong way on Seawall from Info Booth to Devonian Park--provide signage for alternate route (path N of info booth parking lot). Forest trail signage is incomplete, should be directional. Rawlings Trail could be promoted as an alternate route to 3rd Beach,	Sep 14, 2011 11:15 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

138	1. I find that many cyclists and others consistently use both lanes going through the tunnel towards Lost Lagoon from Deperley Playground. Signage would help: two-way traffic stay in the right lane. 2. Any place where traffic--bike, foot, skateboard--has to merge it can be dangerous. Particularly, there is one spot where there are about 5 lanes merging on the West side of Lost Lagoon + on busy days it is hazardous to say the least! 3. I find the bike lanes on the west side of the Seawall very narrow in spots and hard to manouvre. Suggest widening bike path and narrow pedestrian path. One way signage is a must! It's much harder for bikes to navigate such a narrow trail than it is for pedestrians.	Sep 14, 2011 11:05 AM
139	Ideally, the seaside trail would be expanded so that it is 2-way but at least, the choke points should be widened.	Sep 14, 2011 10:56 AM
140	The elevated cycle path is too narrow and needs to be widened for safety. I worry about tmy kids toppling off the edge. Either level the path and create a divison with paint OR widen the cycle path.	Sep 14, 2011 10:54 AM
141	-Bike rentals are often confused and going the wrong way. This should be corrected at the source. -If one lane of Park Drive was for cycling, a lot of bikes would be absorbed.	Sep 14, 2011 10:47 AM
142	We need rangers to enforce rules--give tickets not warnings!	Sep 14, 2011 10:42 AM
143	Bike riding side-by-side to talk. Can't pass them. Not safe on inner trails--too many homeless and nutjobs to go around there unless with at least one other person.	Sep 14, 2011 10:36 AM
144	Allow bikes on service roads. Inscrease bike paths (Hanson, Tatlow). Reuce Park Drive to one lane + cycling lane + parked cars.	Sep 14, 2011 10:30 AM
145	*Many of the signs on the path are too faded to read. There needs to be more signs perhaps? Or bigger so people see them. The lines and signs on path need to be repainted-hard to see. Handouts at bike rentals would be good.	Sep 14, 2011 10:14 AM
146	Not off the top of my head, other than a couple difficult turns getting thru the barriers with my handcycle. (near water park and the barrier past that near Lions Gate bridge and jumping down the curb to access	Sep 13, 2011 10:28 PM
147	I don't like cycling on the sidewalk bike paths by the causeway. It feels unsafe due to the bumps between the concrete slabs, the lack of a barrier and when crossing exit roads as I'm not sure if fast moving traffic will yield or not.	Sep 13, 2011 8:49 PM
148	We need a water fountain and an air pump, near the Aquarium would be very good.	Sep 13, 2011 2:57 PM
149	I think you should kick the Bicyclists and the inline skaters off of the seawall. But we know that will never happen because bicyclists in this city have the run of coop and everyone who has a contrary opinion be dammed! I wouldn't be surprised if this whole exercise was nothing more than a PR exercise on behalf of bicyclists in this city.	Sep 12, 2011 3:51 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

150	The cycling plan needs have a strategy that fast cyclists need to use the road. Many cyclists, in particular ones that using the park for a work out, are not aware of the road option or are intimidated by using the road. The strategy needs to calm motorists, reinforce for both cyclists and motorists that faster cyclists will be using the road. Signage on the seawall needs to encourage fast cyclists to use the road. The one way travel for cyclists around the park is a good strategy (as two way cycling would required widening of the seawal). To facilitate the one way patern there needs to be a number of "return exits" for cyclists that do not desire to go all around. These return exits need to prominent on maps	Sep 12, 2011 3:40 PM
151	Your survey documentation demonstrates an excellent grasp of the main issues. I walk or cycle the seawall all year round at least twice a week, usually in mid-day on weekdays. I'm very much in favour of designating the seawall as a recreational, non-commuter route where safety, not speed is the top priority. I'd venture to say that tourists (who will be under-represented in this survey, of course) would very much prefer safety over speed too. The seawall bike path has pinch points and can be slow-going for cyclists at peak periods during the short recreational cycling season. Slow cycling speeds during busy times are a very good thing because they make the path much safer for families with little kids wobbling and weaving all over the path. Slow speeds also greatly reduce the likelihood of collisions with other cyclists and inattentive pedestrians. I'd also be very reluctant to see expansion of cycling capacity on the seawall, especially since congestion occurs only during short peak periods. Expansion would be like adding more lanes to a highway; cycling traffic would speed up (dangerously?) for a while but congestion would soon return. Slow and safe is the way to go on the seawall.	Sep 11, 2011 3:40 PM
152	Keep the seperation of cyclists and pedestrians. More "Yield to Pedestrian" signs. Police and fine cyclists who are violating the riding on sidewalks...I believ it is a \$120 fine and it has never been enforced as far as I know. Spend a Sunday fining violators and the word will get out. I like the cyclist opportunities but the pendulam my swing more to pedestrian safety. We are too cyclist-centric in this city. I have been hit 3 times on the False Creek seawall by cyclists breaking the law. Thanks for this opportunity.	Sep 11, 2011 12:21 PM
153	Better bike lock-ups would be a great addition near some of the attractions, like the aquarium.	Sep 11, 2011 10:00 AM
154	Too much cycling/skating/pedestrlan traffic on the seawall. It doesn't seem the three can travel together in the same area safely.	Sep 10, 2011 11:47 PM
155	I like to train at the oval and don't want to have to take a long bike route to get back downtown afterwards, but also don't want to walk my bike, so I have found myself biking on the road shoulder since they are rarely used by pedestrians (unless those that have parked along the road), whereas the one way seawall would obviously not be safe. If there was a return lane along the road there could be the one way seawall and also provide a shortcut for cyclists. I would love that!	Sep 10, 2011 9:47 PM
156	MY MAIN CONCERN IS BETTER SEPARATION BETWEEN BIKES AND PEDESTRIANS	Sep 10, 2011 4:38 PM
157	Sadly, we need a better way to separate pedestrian and cycling lanes.	Sep 10, 2011 4:27 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

158	I skate or cycle the seawall a few times a week - weed days and week ends - from March through November and firmly believe things are pretty darn good as they are. Several of the identified issues, particularly those related to conflicts between different users, are very minor. A "solution" to a virtually non-existent issue could easily do more harm than good. That said, the potential for a serious accident is always there. But that's life. People can always stay home.	Sep 10, 2011 12:23 PM
159	I don't really understand why so many forest paths are officially no cycling. So much of the year the forest trails are simply void of all humans so it seems like massive overkill. If park vehicles are allowed to use any path in the park I don't see the harm in the occasional bike using the same path. If you want to restrict bike usage on a path pick times when there is actually a lot of traffic on the paths - though to be honest I've never seen anything resembling heavy traffic on the forest trails at any time.	Sep 10, 2011 12:19 PM
160	The most important single improvement that could be made to the park is the provision of a two-way bike lane on the Seawall. This would improve way finding and convenience immensely, while eliminating what seems to be the most common conflict: cyclist vs. cyclist riding the wrong way. The park is an invaluable asset to residents and visitors of the City, and does well to encourage safe and enjoyable interaction by various user groups. I'm very pleased to see there is an effort to study and improve users' experience.	Sep 10, 2011 12:08 PM
161	Alternatives to the single option -- around the seawall in one direction -- would greatly improve the versatility of cycling in the park. The ability to go partially around and then take a different route back would create a variety of possible loops. It took me a number of tries (and a lot of walking my bike once stuck) to figure out a shorter "Brockton Point Loop" of my own that allowed me to cut back across the park without getting stuck behind the 1-way section.	Sep 10, 2011 11:49 AM
162	On the sea wall from 3rd beach there are a number of benches on the left of the bike path, these benches can not be seen for one reason or another if you do not know they are there there can be a problem, people stand up from the bench and are right on the bike path,	Sep 10, 2011 11:36 AM
163	Given the recent corporate media's demonizing of "cyclists" it would be good when advertising this plan to show where the money is coming from. What I mean is to show that it comes from property taxes and nothing is coming from gas tax or motor vehicle licensing. (There's a myth that some "motorists" have that only they pay for the streets. They need to have that myth dispelled.)	Sep 10, 2011 10:32 AM
164	no	Sep 10, 2011 10:07 AM
165	Signage such as "stay to the right" "one way" "bike lane" seem to be lacking.	Sep 10, 2011 9:43 AM
166	The idea that cyclists require a separate lane which is placed where people have historically walked, is the cause of a lot of problems. The Park drive is perfectly safe for cyclists and (again historically) is where speeding bikes go and where they belong. Slow moving bikes used to be able to go on the seawall, but numbers now make this more of a problem.	Sep 10, 2011 8:32 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

	The growth of non-recreational cycling makes the often enjoyed seawall paths and paved walkways near Second Beach a more dangerous proposition. Further, people should be able to picnic here without the constant visual disturbance of fast bikes whizzing by between the picnic grass and the overlook to the water. Put the bikes on the Park Drive, keep the speed limits low, and blend the bike traffic with auto traffic. The non-recreational use of bikes in Stanley park should be discouraged or blended with normal auto traffic flow.	
167	the park gets very busy in Summer!	Sep 10, 2011 8:22 AM
168	The only point of this survey is to CREATE a need for change, to CREATE a justification for spending \$\$\$.	Sep 10, 2011 6:28 AM
169	Seawall upgrades to cycle path.	Sep 10, 2011 1:39 AM
170	Not an issue of concern, just a comment: We really like the one-way system for cyclists, makes cycling on the sea wall easy & safe. We visit several times a year from Victoria, usually walk through the park but have also rented bikes.	Sep 9, 2011 8:34 PM
171	Vision Vancouver has no business trying to sneak in more bike lanes in this city or stanley park as it is doing here	Sep 9, 2011 5:59 PM
172	I would like to see more encouragement to get to all the Stanley Park destinations by human power. Parking should be expensive. Driving should be discouraged. "Across Europe, discouraging Drivers Has Become Urban Policy" http://www.fodors.com/community/europe/across-europe-discouraging-drivers-has-become-urban-policy.cfm	Sep 9, 2011 4:36 PM
173	Cycling is a very important form of transportation to and in Stanley Park, as there is limited transit.	Sep 9, 2011 2:31 PM
174	None really but I think the interior of the park is not used enough by visitors as the signage and display of attractions are not promoted enough.	Sep 9, 2011 12:53 PM
175	Need more washrooms along the seawall and inside the trails. Garbage/recycling bins would be nice, people don't like to carry trash when they are strolling, the bins are too spread out and people just toss their trash anywhere. A speed limit for cyclists would be nice, some are very aggressive and make novice cyclist very uncomfortable	Sep 9, 2011 12:12 PM
176	I am very happy with the bike path the way it is now. My Vancouver taxpayer dollars would be better spent elsewhere.	Sep 9, 2011 10:29 AM
177	sometimes when on my bike people are coming the wrong way or they are going much too fast.	Sep 9, 2011 9:23 AM
178	Stanley Park is my back yard - I visit at least 3 times a week. The garbage left by visitors seems more than ever. It is a shame.	Sep 8, 2011 10:22 PM
179	The requirement for cyclists to wear helmets on the seawall is silly. There is no vehicle traffic on the seawall, and	Sep 8, 2011 6:13 PM

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requiring helmets just discourages recreational cycling. Cycling rates are much higher in cities/countries without helmet laws. People should be able to enjoy an outing of off-street cycling without being subject to excessive regulation. The Street and Traffic bylaw should be amended to repeal sections 60C, D and E.

180	I feel that the roads encircling the park need to be made more cycling friendly. There are two issues I feel are important: 1 - the sidewalk on the causeway is somewhat dangerous for southbound cyclists. It's not wide enough and is bumpy in places. Also, there is a blind bend coming off the Lions Gate. Since not all pedestrians or visiting cyclists know that the west sidewalk is southbound only, this creates the risk of a very violent collision between a cyclist coming off the bridge and onto the causeway, and a cyclist or pedestrian going the wrong way onto the bridge. I'm surprised that we don't see more serious accidents here. 2 - I think that at the very least, there should be a bike lane on the road encircling the park. There needs to be an option for those cyclists who are too fast for the seawall, but are made uncomfortable riding in the traffic on the park roads.	Sep 8, 2011 3:05 PM
181	I don't think a designated bike lane is needed on the paved vehicle route through the park, but a painted cycling lane from the teahouse to lawn bowling greens would allow (road) cyclists to exit the park safely in the peak hours. As it stands on sunny summer days I will often avoid cycling in Stanley Park (opting for Spanish Banks/UBC area instead) knowing that there will be heavy traffic congestion exiting the park.	Sep 8, 2011 3:02 PM
182	keep 1-way status with improved signs	Sep 8, 2011 2:20 PM
183	Leave the park alone. Government doesn't need to solve every issue. Private park users can sort this stuff out on their own. You're wasting our tax dollars with all these Vision-inspired projects and tinkering with a city that is already fine as it is.	Sep 8, 2011 2:06 PM
184	It would be good to have some "cyclist only" paths in the park, it would be good to have more paths for cyclists, pedestrians and inline skaters (or other types of transport, not cars)	Sep 8, 2011 11:01 AM
185	The "allowed mode of use" signage painted on the paved trails (i.e., the ones with glyphs for bicycles, inline skates, pedestrians) are faded, peeling, ambiguous, or missing in an overwhelming number of places throughout the pathway system, particularly around the seawall. This issue extends beyond the bailiwick of just Stanley Park; the entire CoV seawall pathway system needs to have its painted signage rehabilitated. I'm a regular user, and even I am confused sometimes about which piece of a few adjacent pathways I should be running (or biking) on. Since I often jog into the way of cyclists or cycle across the path of pedestrians, it's obvious that I'm not alone. cheers, Ben K	Sep 8, 2011 10:26 AM
186	Bottom line: seawall during summer months is packed and increasingly so are trails. Roads are a good alternative for folks looking to see the park and get a little fun exercise but are little used by that demographic because, face it, the seawall has fantastic and changing scenery all the way around. If there were another cycle trail off the seawall that had better view potential it could be a real hit.	Sep 8, 2011 10:17 AM

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187	A manned info booth at start of seawall near km1 (underpass) where people can get a park map and ask questions if they are not sure. Have bike patrols similar to "city ambassadors" on seawall to point out dangers of walking on bike path etc.	Sep 8, 2011 9:04 AM
188	congestion on the seawall around the entrance to the park, more so in summer	Sep 8, 2011 6:45 AM
189	Security. Huge issue. Have to have or at least offer valet parking. Can't turn my back on my bike for a second so many thieves. Can't enjoy the park when i have to walk around with my bike all the time when i want to stop and enjoy the park. I want to go swimming with my daughter at 2nd beach pool and bikes have to be locked up out of sight at the racks. Somehow, by either allowing bikes inside the pool area (by the grassy area at the back or something), but make it harder for thieves to steal. I would gladly pay a couple bucks to have secured bike parking. Also make bike paths wider in many areas and get rid of the gate style barriers ie at the water park and use bollards, the gates are hard to navigate when you have a longer bike ie tandem or trailer bike.	Sep 8, 2011 2:15 AM
190	-Alternate routes so cyclists don't have to complete the one way trip around the seawall. -Better signage and routes so that so many cyclists do not find themselves at 2nd Beach heading for a trip around the seawall the wrong way.	Sep 7, 2011 9:38 PM
191	If there are intended to be speed limits on the cycle tracks, then they should be posted. I use a 'this is reasonable' approach myself, but I have had people yell out "15 kmh" in areas that aren't shared, and that seems unreasonably slow. In mixed use areas, it is too fast. Also, signs that say 'dismount' are problematic, because if you are wearing cleats for clipless pedals, walking is not always easy. If there are no pressing crowds, I have ridden in those areas at 5 km/hr. I think that would be a safer option than requiring dismounting, a law which is regularly ignored anyway. Why do we care if we are astride our bikes or not, as long as we aren't going over 5 km/hr? Another significant concern is the ability to commute through the park causeway by bicycle. I would rather go straight through to the bridge than through the Park Drive, but the sidewalk is narrow, and shared with pedestrians. Why can't there be a cycle track right beside the sidewalk through the causeway, providing space for both pedestrians and cyclists? That will keep commuter cyclists out of the park, which seems to be a good thing. If the intent is for commuter cyclists to travel through the park other than by the causeway, then more direct paved routes should be planned for, and increased cycling volumes recognized.	Sep 7, 2011 3:27 PM
192	Various areas throughout the park: pedestrians with dogs off-leash. Dogs can be unpredictable when approached by a cyclist, no matter how well trained the dog may be.	Sep 7, 2011 12:32 PM
193	Concerned about health & safety for bicycle commuters going to/from Lion's Geta Bridge via the park.	Sep 7, 2011 11:39 AM
194	It would be really nice to have a paved path through the woods parallel to the sidewalk on the causeway. It is really scary going around pedestrians on the sidewalk and they should have their own path for their safety.	Sep 7, 2011 11:12 AM
195	I love riding my bicycle on the road around Stanley Park. Some of the recent roadwork here has really made a difference. I hope that more improvements to cycling in the Park overall can be made. While it is not part of my commute to work, it	Sep 7, 2011 10:21 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

	would be nice if the City could do more for those who do cycle through the park on their way to work.	
196	Congestion points should be addressed	Sep 7, 2011 9:44 AM
197	it's a pretty wonderful place - keep up the good work on the other hand, that Hollow Tree is grotesque...	Sep 7, 2011 8:55 AM
198	Please pave all paths meant for cycling within all CoV parks. The VACC submitted a bike plan proposal a few years ago to the BAOrd. Please implement. Please provide separation of cyclists form vehicles and from pedestrians. Cyling paths should also serve wheelchair users, inline skaters, skateboarders but not joggers or dog walkers	Sep 7, 2011 7:34 AM
199	One way to improve the quality of a visit to Stanley Park is to open and improve park destinations elsewhere in the lower mainland.	Sep 7, 2011 6:37 AM
200	More Bicycle Logos on the paths for bikes at the entrances to the park, that's where pedestrians are most often on the wrong path.	Sep 7, 2011 6:07 AM
201	need for bike path so cyclist do not have to take the Causeway	Sep 6, 2011 11:34 PM
202	Parking meters are sometimes out of order and are far from parking spaces...need more and ones that will work more consistently.	Sep 6, 2011 8:57 PM
203	The cycling path near the Siwash Rock is too narrow.	Sep 6, 2011 7:07 PM
204	Light xc trails for beginners through the park would be nice.	Sep 6, 2011 2:16 PM
205	the signage in the park is confusing, often absent, and has been a concern raised with the Park Board for years by previous park boards and citizens. Nothing is done about it. The Aquarium pledged to build a lighted bikeway from their facility so one could access it easily, and return easily (its one way right now) but they have not followed through.	Sep 6, 2011 1:37 PM
206	Coming down from Prospect Point on the road, vehicles love to speed. I have rarely seen them keep to the 30km/h posted limit. Other than that I love the park. It's great to do loops on a road bike. Think about a holding a small road race sometime. It's a good loop.	Sep 6, 2011 1:26 PM
207	Seawall bike path should be widened. Signage telling tourists and other cyclists to keep to side or off path if not moving and to ride on the right; pass on the left as we do when driving vehicles.	Sep 6, 2011 12:49 PM
208	Should be more prominent, multilingual WRONG WAY signage for cyclists on seawall, especially at entrance to seawall by 2nd bch pool	Sep 6, 2011 10:58 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

209	Lack of enforcement of rules. I have seen only one fellow enforcing rules. It must be a challenge	Sep 6, 2011 10:44 AM
210	The curb between the pedestrian side of the path and the cyclist side is dangerous (right at pedal height).	Sep 6, 2011 8:28 AM
211	- Speed limits for cyclists - the dangerous curb that separates cyclists and pedestrians (can it be removed or modified so cyclists don't wipe out if they mis-negotiate while someone is passing?) - random stopping in the middle of the pathway is a problem - I believe that tandem bikes should be banned from the seawall	Sep 5, 2011 4:33 PM
212	The seawall is not wide enough for both the slow and fast cyclists.	Sep 5, 2011 2:05 PM
213	The seawall should be more clearly marked as recreational cycling. If everyone was cruising along at lower speeds, there would be less danger and more enjoyment. Also tourists can sometime seem unaware of the one-way counterclockwise nature of bikes on the seawall. Better signage needed? (Along the whole length, not just at the beginning.)	Sep 5, 2011 1:01 PM
214	The park has been scaled for pedestrians and cars. The whole bike network will have to be thought through almost from scratch.	Sep 4, 2011 7:05 PM
215	Please don't harm the forest by making new pathways just for cyclists/pedestrians, etc. We can make due with what we have but if some already developed areas can be upgraded or "re-zoned" that would be welcome. The park is great as it is also. :)	Sep 4, 2011 2:16 PM
216	The reason don't have conflict with others is that I avoid times of high usage if at all possible. Maybe this is too widely promoted at the expense of other regional and local parks???	Sep 4, 2011 9:40 AM
217	You need to paint symbols on the pathways in White paint, not that darkish red you use to say which lane is for bikes or people. It also should be repainted atleast every 18th month due to wear	Sep 4, 2011 7:30 AM
218	bike gates from bike paths on seawall to dismount areas near washrooms are hard to navigate with child trailers. have to be very aware entering from correct angle to navigate the S-curve of the gates.	Sep 4, 2011 12:52 AM
219	Wayfinding, closing the park to motor vehicles in the summer, asking where the pinch points are,	Sep 3, 2011 11:08 PM
220	If you improve the signage and road markings for cyclists, then the motorists will become more aware of bikes and people. Cyclists -- both commuters and recreational cyclists -- are the mid-range users of the park, in terms of speed and space required. Considering their needs will help to improve the relationship between motorists and pedestrians. On-road parking should be restricted to the side furthest from the beach -- this would eliminate 'the fast lane' in some places and force motorists to slow down or park it and walk -- or better yet, don't come into the park in a car. Tourists need to be given other options than driving a car into the park -- rent a bike (2- or 3-wheel, standard or electric assist), a scooter or a	Sep 3, 2011 6:32 PM

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golf cart. Thank you for closing the park entrances to the causeway during the rush hour! Now, you need to establish a large section of 1 of the existing parking lots, devoted to people with mobility issues, who could rent a wheelchair for very little (or bring their own) and enjoy the park. They would not be allowed to park there unless they own or rent a wheelchair (DATED window tickets would show the parking attendant). Try it for a year and see how many stalls you need to set aside in 1, or even 2, parking lots around the park. With the baby boomers retiring, you need to think of their needs to spend time in the park and at the same time restrict the number of cars. I think you are missing the boat by not coming to terms with the restriction of cars on the roads of our most precious park. As for the paths, you may need to restrict bicycles to certain paths, but allow commuter cyclists on all of those paths. The sidewalks of the causeway are used by North Shore commuter cyclists, but it is quite dangerous when pedestrians are on the sidewalk, unable to hear an approaching cyclist with the noise of the traffic. Commuter cyclists are park and nature lovers. They bring no pollution -- gas or noise -- and they advocate for a healthier lifestyle.

221	I enjoy going for a ride in the park when going to or from the north shore via Lions Gate Bridge. I like to use the Reservoir Trail for this purpose. Unfortunately, I have recently discovered that this trail is not designated for cycle use. Also, access to the trail is very difficult when heading south as there is no good access to the reservoir trail from the west side of the causeway. There is the option of going under causeway and counterflow in sidewalk or proceeding to park drive and going counterflow to reach the reservoir trail. It would be very nice if this could be improved so that cyclists could more safely enjoy a ride in the park on their way to/from the Lions Gate Bridge.	Sep 3, 2011 12:14 PM
222	it would be nice to have 2 way bike paths around the seawall loop. always end up riding illegally and backwards on the paved sidewalk to get to third beach instead of going all the way around the park to get there - although i have since discovered rawlings trail but it's not the best on a road bike.	Sep 3, 2011 10:34 AM
223	Please do not waste more money on ruining a beautiful park as you have wasted money increasing the congestion on downtown. I am a keen cyclist and car driver and there is no way i can conduct business down town on a bicycle alone and it will never happen. Be sensible. The money wasted would have been better put into education of car drivers and cyclists from a young age so that a mutual respect grows. The driving standard of those in and around Vancouver is terrible, they would not last 5 minutes on roads in europe where cyclists, motorcyclists and car drivers all share the road with ease, in some countries.	Sep 3, 2011 9:27 AM
224	need places to recycle and compost bear in mind that Stanley Park is natural - shouldn't be paving everywhere - keep it natural	Sep 3, 2011 8:26 AM
225	create a separate cyclist and pedestrian path	Sep 3, 2011 1:26 AM
226	For recreational purposes, the park is pretty nice as a cyclist. I have to go with the attitude that there are going to be lots of tourists doing unorthodox things, but then it is OK. If I am going to an event, it's tough to get around because of the one-way roads. It would be nice to be able to cycle in both directions. For instance, if I'm at Brockton Oval, I have to go all	Sep 3, 2011 1:10 AM

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	the way around the park, or else walk for a distance until I exit the park.	
227	It would be nice to have a direct bike path (with lights) through the park, especially heading north through the park	Sep 2, 2011 10:21 PM
228	It might be good to have a few more rest stops, places where pedestrians and/or bikes/bladers can pull out of the pathway and rest/sit at a bench etc. without impeding traffic flow. I know you want to preserve the park as much as possible, but projecting the use of the seawall going forward with population growth, increased density, and increased tourism, I really think the seawall paths need to be widened so there are no narrow spots...the incidents of accidents and risk of injury are only going to worsen as time goes on. Decrease usage or removing access to certain paths by cyclists etc. is not the answer either. The reason the paths are so busy is everyone loves to walk/bike the seawall and that will never change, so might as well invest the money and widen it all now and make it safe and usable for everyone for the years to come. Thank you!!	Sep 2, 2011 10:11 PM
229	Formalize access from causeway to bridal path at equestrian bridge, on W side	Sep 2, 2011 5:42 PM
230	Pave the mid-causeway overpass' links to the Causeway's west-side sidewalks. Currently, they are mud and roots. The east-side Causeway sidewalk has paved links, so it would be useful to have similar surfaces on the west-side connections.	Sep 2, 2011 5:00 PM
231	Poor lane use markings and routing, paths not wide enough for demand at times, one way riding is restrictive.	Sep 2, 2011 4:38 PM
232	The sidewalk on the viaduct seems to be working okay for peda and cyclists. If future renovates were to be made. Making it a bit wider would be better	Sep 2, 2011 4:26 PM
233	Better signage on bike/pedestrian lanes please! (ie, those painted circles with pictures, or lines through to indicate no cycling/walking in this lane)	Sep 2, 2011 4:17 PM
234	We need more garbage bins frequently, and a campaign to get people to throw out their garbage when they leave the beach. Also, smoking is going to happen, and maybe have a campaign to encourage people to put their cigarette butts in their beer cans or something...	Sep 2, 2011 3:47 PM
235	You should be aware that giving only the option of male/female excludes a number of Vancouverites from identifying themselves properly.	Sep 2, 2011 3:40 PM
236	there's no easy way for pedestrians to get from Second Beach to Lost Lagoon/West End -- the only paved path is supposedly a cycle path.	Sep 2, 2011 3:06 PM
237	I think the signage, or painting on the cycling/roller blading lanes could be MUCH better for our tourist friends.	Sep 2, 2011 3:05 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

238	when comuting form the lions gate bridge it would be nice if there was a more direct route NOT on the causway using some part of the park. Paved, but separated as much as possible.	Sep 2, 2011 2:35 PM
239	The bike path from the rowing club to the circular area at Devonian harbor should be two-way as there are MANY rowers, yachters, and tourists that need a quick way to travel back to the city.	Sep 2, 2011 2:21 PM
240	Please review the cycling route to Lions Gate Bridge - very dangerous cycling on the sidewalk. Pedestrians frequently not paying attention!	Sep 2, 2011 1:53 PM
241	Just the safety factor. Too many unpredictable people hiding out in the forest areas making it unsafe for us. I realize the homeless people are mostly harmless but there are non-homeless creeps looking to rob or assault -and that ruins it.	Sep 2, 2011 1:47 PM
242	May we please have more water fountains? I find they are few and far between. (Perhaps located at viewing spots?)	Sep 2, 2011 1:38 PM
243	where pedestrians cross the bike path (from the park, across the path, to the walking side of the seawall), most people aren't really paying attention and will just step out without looking. not sure if this is something that can be remedied -- it's just people not paying attention or looking both ways before crossing	Sep 2, 2011 1:13 PM
244	Make the seawall larger and separate bikers, skaters and walkers. Have better washrooms and parking rates.	Sep 2, 2011 12:59 PM
245	Pedestrians are the worst users. They just wander everywhere without looking. I am more afraid to ride in Stanley park than on a downtown street because they're so erratic.	Sep 2, 2011 12:43 PM
246	Love the improvements to the seawall.	Sep 2, 2011 12:43 PM
247	Provide a better connection to the existing COV bike routes and facilities (rather than a seperate infrastructure).. at the very least... market it in conjunction	Sep 2, 2011 12:39 PM
248	Really, the biggest issue and frustration in using the seawall is the pedestrians who act like we're doing something wrong by being on bikes. It's legal for us to be there, we have our own path and we use our bells to let them know we're close and to be cautious but still there's a vast number who will get agressive with you for daring to be on two wheels. There needs to be better education and signage for both parties, as I feel a lot of it has to do with them not really being aware it's a bike path or that they should be aware of other seawall users.	Sep 2, 2011 12:39 PM
249	Far too many tourists and tourist 'buses'.	Sep 2, 2011 12:08 PM
250	Need better signage that path is one way for cyclists.	Sep 2, 2011 12:04 PM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

251	bikes need to stay OFF of pedestrian only trails, especially near Beaver Lake.	Sep 2, 2011 11:59 AM
252	Many of the interior forest paths are in need of repair especially where paths meet bridges.	Sep 2, 2011 11:31 AM
253	bike locks at 3rd beach would be wonderful	Sep 2, 2011 11:27 AM
254	Should not have seawall divided on mode of transport. Should be divided on speed of travel. I frequently pass cyclists while running. Should runners therefore really be grouped with pedestrians?	Sep 2, 2011 11:23 AM
255	Longboarding is huge in Vancouver, and growing in popularity all around the world. There are many great races all across the Province. The hill down from Prospect Point is a local favourite. It would be amazing to have a dedicated longboarding run in the vicinity of Stanley Park Drive starting at Prospect Point. The longboarding community here would very enthusiastically embrace this and I'm sure we could help with fundraising. I'd expect an IGSA-sanctioned race would be held there as soon as they were made aware of its existence, and the uniqueness would guarantee that it becomes an international attraction. Please contact me if this is a potential. :) (nomadicpen@hotmail.com)	Sep 2, 2011 11:17 AM
256	Signing for the pedestrian/bike-skaters is weak.	Sep 2, 2011 11:01 AM
257	seawall is so busy it can take forever to get around	Sep 2, 2011 10:49 AM
258	It's mostly a speed issue along the seawall, there seems to be two main groups of users, people who go for exercise, and want to go fast and not be bothered, and people who are up for a leisurely stroll. As a cyclist, I often see people walking on the bike path, which is dangerous for them. I think the just don't realise it's for bikes! Better signage and even dividers will help this. highway authorities are using 'rumble strips' in washington state to deter cars from crossing lanes, this could work great in bike scenarios as well. rumble strip median, speed bumps, and better signage (pedestrians here!) will help. making clear that an 'express bike circle' exists and even limiting the speeds of bikes along the seawall will help as well.	Sep 2, 2011 10:48 AM
259	More signage needed for travelling the wrong way for cyclists coming out of second beach.	Sep 2, 2011 10:47 AM
260	pedestrians in the cycling lanes or lane not big enough for everyone around seawall	Sep 2, 2011 10:44 AM
261	I am concerned about the level of development. I would like to see the natural setting of the park enhanced rather than more expansion of tourism revenue generators such as the Aquarium and restaurants.	Sep 2, 2011 10:36 AM
262	Clearer signs telling you what's next to you/what is visible from that point (for tourists), clear signs asking people to slow down, markings letting you know how much kms are left to the trail, and LARGER PATHS FOR BIKERS. We (bikers) are squeezed in to a narrow path that can't even handle two amateur bikers next to each other. The paths are okay for the accustomed or experienced biker... but for tourists or newcomers on their bikes... the paths are too small to pass	Sep 2, 2011 10:35 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

someone safely. Thanks for the opportunity to communicate this with you :) Cheers, Sophie Côté

263	-Single directional seawall is rather awkward -No separated bike lane on stanley park drive -poor lighting at night	Sep 2, 2011 10:27 AM
264	I used to swim at Second Beach Pool daily, but over the past 3 years have had to give that up because the bike path to/from it (both from Georgia St and from English Bay) is dangerously busy in July/August.. I'd be swimming there right now (Sept 2nd) if I thought I could get there without risk of injury caused by visiting peds/cyclists who don't know where to bike/walk!	Sep 2, 2011 10:25 AM
265	Overall across the entire Vancouver Parks system bike trails are generally poorly marked. It seems as though the spacing between pavement markings have been laid down more for cyclists than pedestrians - a cyclist travelling at 15km/h will pass a marking every 30 seconds or so but a pedestrian may walk along the path for several minutes before encountering one. Further many signs are located 15 feet above the ground - they are far above eye level for pedestrians or cyclists and appear to have been placed at standard "vehicle" height despite the different purposes for the pathways. Some areas have very confusing markings, there needs to be a substantial overhaul of the pavement markings in general. The curb between the pedestrian path and the cyclist path is extremely dangerous. I had to call 911 for a cyclist who had slipped off the curb and hit her head knocking herself out. True she should have been wearing a helmet, but only a small fraction of the cyclists on the Seawall do. I have another friend who rode in to a curb between pathways near Lost Lagoon in the dark, falling and breaking his collarbone. These types of obstacles need to be removed.	Sep 2, 2011 10:22 AM
266	Bike parking. Third Beach has awesome bike parking but often for larger events (like the movie nights) there isn't enough bike parking and ppl are left locking their bikes to swing sets, slides, fences and anything else they can lock to. I haven't been this year, but please make having a bike valet a requirement when you issue an event permit for any large event hosted in Stanley Park.	Sep 2, 2011 10:09 AM
267	the bus service to the park really is confusing and irregular to me, and I choose not to bike to the park because biking on the seawall in an exercise in frustration.	Sep 2, 2011 10:04 AM
268	The bike path on the seawall is very narrow at many points. I am concerned about the grade separation that is used at certain points between peds and cyclists - I like to take my 5 year old daughter cycling on the seawall but am very concerned that she will fall down to the pedestrian path. It would be better if the paths were at the same elevation and separated by a concrete barrier (ie as is done in Coal Harbour). Where possible, the pathway should be much wider to accommodate high use particularly in the summer and the range of different users (ie my 5 year old compared to faster cyclists). I'm also very concerned about pedestrians crossing the bike path and think there needs to be very clear signage and pavement markings across the path at designated crossing points, and perhaps fencing or other obstructions to prevent pedestrians from wandering on the path at other points. All the paths need better signage and pavement markings. There should also be a loop on the roadways using separated bicycle lanes so people can comfortably return	Sep 2, 2011 9:56 AM

Page 6, Q20. Are there any other issues of concerns that have been missed? Please describe below.

	back to the City on separated facilities if they don't want to cycle the entire seawall (again, this would make it much easier for my daughter who often does not want to cycle the entire seawall and only makes it to the kids water park)	
269	why can't we have a designated time where the roads are for cyclists only?	Sep 2, 2011 9:47 AM
270	Some cyclists and people NOT walking are still going too fast.	Sep 2, 2011 9:40 AM
271	Dog owners not obeying city bylaws.	Sep 2, 2011 9:38 AM
272	Having visited bike-friendly, lane-designated European cities, I can honestly say they have little conflict between ped/bike/car due to strict understanding of the rules. Signage and pavement markers make it very clear who and what gets to go in which lane. There's a certain laziness on the part of western culture to adhere to these rules because they're not ingrained in our culture. By developing these rules (and enforcing them) in smaller settings, such as parks, it will hopefully spread outside into city centres and give ped/bike/car their safe--and designated, routes to travel in.	Sep 2, 2011 9:35 AM
273	Generally I find most who use the park have consideration for other users and that is one of the things that makes the park such a wonderful place.	Sep 2, 2011 9:32 AM
274	too crowded pathways	Sep 2, 2011 9:24 AM
275	Road marking and signage is not the same as the rest of the City. Lots of space is devote for drivers and more is needed for active users (walking and cycling).	Sep 2, 2011 9:23 AM
276	Stanley Park is awesome! Great biking destination, better understanding of bike-friendly paths and designations would be helpful, but it rocks!	Sep 2, 2011 9:23 AM
277	the main issues appear to be: limited path space for too many users, having to share interior park roads with vehicles, and poor wayfinding.	Sep 2, 2011 8:04 AM
278	Main problem in Stanley Park is too many bikes on the seawall. Add separated cycling lane on Stanley Park Drive to add alternative to Seawall route that features many of the same attractions.	Sep 1, 2011 10:02 PM



STAKEHOLDER INPUT INTO THE STANLEY PARK CYCLING PLAN - FALL 2011


Stakeholder	Relationship to Park	Perceived problems	Suggestions	Further comments
Brockton Cricket Pavilion	Brockton Cricket Pavilion	I dont have much input other than to say the bike rack installed here is in a bad place. It's blocked all weekend with cricketers stuff and people and hard to get too.		
Tourism Vancouver	Not-for-profit. The following Stanley Park tenants are members of Tourism Vancouver. Prospect Point Café in Stanley Park, Stanley Park – Vancouver Board of Parks & Recreation, Stanley Park Horse-Drawn Tours, Stanley Park Pavilion, Stanley Park Pitch & Putt, The Teahouse Restaurant , Theatre Under the Stars Musical Society, Vancouver Aquarium. We promote the park as a major tourist attraction.	Congestion in the summer months. Cyclists compete with runners, walkers, tourists, roller-bladers, dogs for turf even though there are dedicated lanes for each. Also, many visitors and even locals do not understand or recognize the dedicated lanes and their purposes. There are cyclists who use the paths and seawall for exercise while others are merely out for a leisurely ride. The slow cyclists often get in the way of the hard-core riders. One final point...cyclists often do not obey the rules for dismounting in certain section.	More signage and signs in multiple languages. Park personnel directing people at the busiest sections and during peak times. Barriers such as rails or raised reflectors in certain sections to separate riders from walkers.	
Vancouver Aquarium	Not for profit	Not enough bike parking, one way flow and size of seawall may be confusing or intimidating for some, perceived bike theft issues	More bike racks in park and at venues within the park, more info/advertising on cycling routes- in and around the park, better park maps generally with clear bike routes specifically, more info on travel times on bike routes, places to rent locks in park-(info centres/concession stands?)	A)We piloted a bike valet service at the Aquarium at the beginning of summer- and I know Citylive had a lot of business with theirs- drawing people to the park knowing they have a safe place to leave bikes definitely has an appeal- something to consider as a joint effort? B) stakeholders can communicate with their visitors/members jointly with parks board info and consider discounts if applicable
The Fish House in Stanley Park	Business that shares income with parks board and is Lease hold	Better signage visibility, No signage for our restaurant along the bike paths or bike racks (1 for tennis courts) or path to or near our establishment which would benefit tourists, locals, riders and the park as well as us.	Better signage on the paths and clearly marked directions and more obvious markings for pedestrians and cyclists alike.	

City of Vancouver Bicycle Advisory Committee (BAC) Suggestions for the Stanley Park Cycling Plan - Fall 2011

Area of issue	Comment
Parking & other support	<p>Add bike parking outside south entrance of klahowa village</p> <p>Air pumps and fountains</p> <p>More bike parking at third beach</p>
Trails	<p>Expand inline skate facilities by widening where possible on the paved portion of the seawall and consider paving at least one path in the forest to facilitate greater use by sustainable wheeled users, perhaps through reducing pavement in another part of the park where it is less used, such as a parking lot.</p> <p>Improve Rawlings trail connection to third beach, curb cuts, way through the parking lot, etc.</p>
Seawall	<p>Upgrades recommended in BAC capital plan 2012-2014 submission ranging from spot improvement that can be implemented now to larger improvements needed for the future.</p> <p>Second beach upgrades for pedestrians, cross walk, by playground</p> <p>Widening where possible to accommodate peak use more comfortably and safely.</p>
Road lanes	<p>Vehicles sometimes disobey the share the road signs and many disobey speed limit on Stanley park drive – traffic calming measures are recommended – road diet, separation for cyclists</p> <p>Following city transportation priorities of wanting to reduce automobile traffic and increase sustainable travel modes both to and in the park</p> <p>Minimizing traffic in the park, as well as traffic speeds</p>
Outreach and Events	<p>Host some bike/rollerblading/skating/longboarding events to raise the profile of sustainable modes for recreation and transportation</p>

Vancouver Area Cycling Coalition (VACC) Input to Stanley Park Cycling Master Plan

Concern	Location of Concern	Suggestions/Comments	Photos	Description of Photo
Bike flow through Stanley Park: Possible shorter return paths for seawall cyclists.	Brockton Point and the Totem Poles.	We would like to see it possible to be able to go back directly from here to the Park entrance at Georgia Street. One could follow the Beaver Lake and Lovers Walk trails, however there is no safe way to access this trail without riding on a road with traffic. Return is also possible via Pipeline Road but this road does not even have bike lanes. There are many options for a return path, and we list two possible options: a) Create a two way separated path on or parallel to Pipeline Road. b) Widen the Seawall Path to be a two way path between park entrance and the Aquarium.		
	Vancouver Aquarium	There is currently no way to access the Aquarium by bike without riding with traffic on Avison Road or walking one's bike on a walking path. Even then, there is no safe way to return to the city without either walking one's bike on a walking path or riding all the way around the Stanley Park seawall. At a minimum, a two-way cycling path should be built on or parallel to the Avison road. For a shorter return path, one could use one of the two options described above.		
	Connecting Second Beach and the beginning of the Stanley Park Drive at the roundabout	It would be an enhancement to be able to connect these points with a two-way bike path along Lost Lagoon Road. The current road is somewhat over-dimensioned for the amount of traffic (one lane used to be reserved for a bus), and is, except at Second Beach, wide enough. The best option would be to install a physical separation between bikes and motor vehicles..		(1) The start of Lost Lagoon Drive at Second Beach; Here the road is somewhat narrower. (2) At the causeway, Another challenge
Accessibility	Along the Causeway.	We understand that the causeway may be MOTI responsibility, but add this paragraph for completeness. The existing exits for drivers who want to turn off the causeway into the park are somewhat awkward for cyclists. In order to negotiate the exits via the sidewalk dropdowns, one has to move partly out of sight of traffic coming from the rear, thus losing sight of this traffic. The exit going south, away from the Lion's Gate Bridge, is especially problematic. A slightly extended slip road and a partially raised crossing in line with the overall flow of the bikepath/sidewalk could be a solution. Such a treatment would also immediately reduce the speed of cars to 'park speed'. Another challenge for cyclists is cycling between the causeway paths and the pedestrian cycling overpass at mid-causeway. These cycling connections are of very poor quality and should be improved.		(1) Going North (uphill) or going South (downhill) (2) creates some less intuitively flowing bike lanes that also do not offer a good view of traffic coming up from behind.
	Along the Seawall	The views from the Stanley Park seawall path are world-class, but unfortunately the path itself should be upgraded so that tourists and locals can enjoy a world-class cycling experience. The path is too narrow for the heavy summertime traffic and often cyclists and pedestrians are confused as to which path is which. The path needs to be widened and more signage or stencils installed in order to indicate the proper path for pedestrians and cyclists. A safe and convenient return path should be provided for those who do not wish to cycle completely around the park.		

	Throughout the Park	<p>There are situations where a cycling path meets a roadway, but there is no dropdown to allow cyclists to transition to the roadway. One example is shown in the picture on the right, where the path would allow easy access from park entrance to Park drive, but there is no dropdown.</p> <p>We appreciate the installation of map boards throughout the park as these make way finding easier. However way finding is still an issue for cyclists. Way finding signage indicating which paths are suitable for cycling would be a great enhancement.</p>		Going onto Stanley Park Road, bypassing the roundabout.
Park access to/from Lions Gate Bridge.	Entrance/exit to Lions gate Bridge	<p>Cyclists frequently wish to enjoy a ride in the park while travelling between Vancouver and North Vancouver via the Lions Gate Bridge. There are many cyclists who are intimidated by the speeding traffic with no barriers from traffic and little space on the sidewalk for both pedestrians and cyclists on the causeway. The preferred trails are the Reservoir Trail and Hanson Trail, however access to these trails is problematic, especially for cyclists travelling in a southerly direction. Also, these trails are not currently listed as cycling trails. For cyclists heading southbound, the Reservoir Trail can be accessed in several ways, none of which work very well:</p> <p>a) Cyclist could take the road connection from the Causeway to Park Drive, however the connecting road is quite narrow. A bike lane on this connecting road would be very desirable. To access points east, a cyclist would have to use one of the two paths over the causeway overpass.</p> <p>◆ Using the north path, a cyclist could take Avison Trail but there is currently only an informal trail connecting Avison Trail to Park Drive near the entrance to the Reservoir Trail. If the sidewalk path on the overpass could be widened and the informal connecting path to Reservoir Trail could be improved, then this would be a useable option.</p> <p>◆ Cyclists could take the south sidewalk over the causeway overpass and then take the sidewalk path counterflow with traffic to the Reservoir Trail. The path would need to be widened to accommodate both pedestrians and cyclists.</p> <p>b) Cyclists could take the path under Lions Gate Bridge and proceed counterflow on the causeway path toward Reservoir Trail. The causeway path would need to be widened to accommodate bi-directional cycling traffic.</p> <p>For cyclists heading north, access to the reservoir trail is a bit problematic, since the roadway is one way southbound at the Reservoir trailhead. A counter flow path for cyclists would be very welcome at this location so that access via Pipeline Road could be improved..</p> <p>In the interest of pedestrian safety, it would be best to make the Reservoir Trail a cycling only trail while making the Hanson Trail a shared pedestrian/cycling path.</p> <p>For cyclists entering the park from the south end of the Lions Gate Bridge, it would be helpful to have a map board placed at the point where the park access road meets Park Drive, just west of the causeway overpass.</p>		

Feedback on Draft Report

A DRAFT version of the Stanley Park Cycling Plan report was available on-line on the Park Board website from February 7 to February 28, 2012 for public and stakeholder review and input. The following comments from the public were received:



I hope my comments are not too late for you to include in your report.

As you know Lost Lagoon is a secret paradise for those of us who have discovered it - the only flaw being either unaware or uncaring (and often rude) cyclists. The 'no biking' signs are so small so it's easy to understand how they might be missed. The words PROTECTED AREA might be part of the no bike signs so the cyclists would know their exclusion is not for the pleasure of pedestrians but rather for the protection of the wild life. In addition to visible signage gate barriers would be a most effective way to prevent the bikes and save our cygnets and ducklings from being runover and injured or killed as in the past.

I would appreciate being advised of what is happening regarding my concerns.

I've cycled and bladed the seawall 4-5 times a week for the last 8 years. Today a nice day so an especially bad day for dodging tourists. People on rented bikes have no idea, much like tourists getting out of cars walking towards the water. What needs to happen?

1) Everywhere cars can park tourists get out and walk toward the water looking at the view, and this is not just where there are lots, but anywhere there are spaces for parking. They see nothing painted on the ground so walk blindly into the path of bikes and bladers, stand blithely taking pictures on the seawall, or walk on the bike path unawares. SIGNS THEY CAN SEE is what is needed.

2) People on rented bikes should be told by the renters...

- 1) Do not stop on the bike path, pull over if you want to stop.
- 2) Do not park your bike on the bike path, park it OFF the path.
- 3) When being passed stay to the rightnorth american driving rules.
- 4) Don't travel two or three abreast making it impossible for anyone to pass.

I and everyone I talk to who's a regular bike path user gets tired very quickly of telling people where to be and what to do, and by the 3rd of 4th event I'm irate and shouting at people. Again, I hear this is common with regular path users. Are you happy about this? Will anything ever change?

Hello,
Yes, the area is from Alberni street at Nature house, to the bridge where the bikers first enter.

Since I first wrote, NOTHING HAS BEEN DONE!!! NOTHING.
I hope you know the Law suit that you will be receiving when one of these rude bikers runs down a child.

We are tired of the rhetoric and the excuses that you need permission to make up signs that should have been there years ago, to keep our park safe.

We live across the Lost Lagoon and love to take a walk around it. However our walks are ruined by bicycles racing around, endangering pedestrians and animals. This is an accident waiting to happen, with potentially disastrous consequences, since so many older people and young children are using the path.
The sign near the little bridge was taken down and not replaced. Could you please replace it, with larger letters, or better yet, install a chain blocking the entrance to bicycles but leaving room for pedestrians and baby carriages.
We hear so many complaints about it; you can be sure many people would be grateful.

thank you for including me in this draft plan.

It was unclear because of the background graphics.
Its was also unclear what the proposed changes are.
The only thing that was relatively clear were the complaints.

Thank you.

Firstly, It seems the the DRAFT plan is remiss of the legal requirement to wear helmets while cycling on Stanley Park's roadways and pathways. Check out CoV bylaw 2849 Section 60 and schedule C (figure 10). The VPB should be on the side of head-injury prevention, and CoV bylaws with the plan's photos and helmet-awareness signage. Yes there have been head injuries and bicycle crashes in Stanley Park...ask St. Paul's Hospital.

Secondly, it is too bad that VPB is still in denial that the Reservoir Trail is the de-facto desire-line between Pipeline Road and the L.G. Bridge. It is highly likely that it will continue as such even if the DRAFT plan was implemented without improving and formalizing this route.

Thirdly, the suggested mid-causeway overpass connections are well received!

Fourthly, the Lions Gate Bridge is still a main tourist gateway to the Park for tourist on foot and bike. There should be way-finding signage to an off-causeway, but nearby information kiosk for those tourist.

Hi,

I was reading the draft proposal found here: <http://vancouver.ca/parks/info/planning/cyclingplan/index.htm>

I have a couple of questions:

1. There is no mention of motor assisted cycles. Can we safely assume that all "cycle" also apply to electric assisted cycles?
2. What does "on-road cycling" mean?

the definition given in the draft is:

"where no separated facility exists, cyclists may chose to cycle on roads within the park. Exercise and Commuter cyclists are most likely to participate in on-road cycling within the park."

But I believe cyclists always has the option to ride on roads within the park. So isn't "on-road cycling" just another word for "a road"?

Is there some sort of enhancement to the on-road cycling portions of the park roads? Or is this just another way of saying that there is no designated cycling path option in these areas?

3. I would like to suggest a charging area for electric cycles somewhere in the park. This would effectively double the distance by which someone riding an electric cycle could reach the park.

Notes:

- Electric bicycles are great for the elderly.
- Electric cycles are the only form of transportation for cyclists with a broken foot. I know this.

I have fast-read the Draft report and have no major comments other than to approve the proposals generally, from my standpoint as an occasional user of the trails on foot (the forest trails and of course the seawall). As regards the green bridge over the Lions Causeway, I think the centre railing still has some benefit, to separate pedestrians from cyclists and horses. Due to the noise of the road traffic, pedestrians may not hear cyclists approaching, and their attention may be on watching the traffic on the road.

As regards general safety, the Tatlow Trail (for example) is suitable for fast cycling (and for fast walks), so there should be some guidance to cyclists on the use of bells to warn of their approach behind pedestrians (bear in mind that some people cannot hear very well).

My next visit will be in May this year.

I'm happy to hear about this plan. I have browsed it and just wanted to add something that is mentioned but I think needs more emphasis. For experienced cyclists who cycle faster than walking or jogging pace, it is difficult to get to or around Stanley Park. We avoid the seawall due to congestion and conflicts with all users (pedestrians and cyclists) who use the wrong paths, take up too much space, etc.) We would use the roads for motor traffic more, but any mixing of motor vehicles and cyclists is potential dangerous to cyclists. The references to shared cyclist and motorist routes overlook the fact that this is always potentially hazardous and therefore a deterrent to cyclists. Separated barriers along all roads in and to Stanley Park would encourage more cyclists to take these routes.

There is no need for so much motor vehicle space in a park which can be accessed by bike and transit. Improvements in access to the park by transit and adequate bike routes would help. Cycling along the seawall under Burrard Bridge and towards English Bay is possible except on warm summer days, but once one arrives at English Bay, cycling is virtually impossible even on the designated cycling lane. We would cycle along Beach Avenue, but it is too dangerous to cycle alongside motor vehicles. Eliminating motor vehicle street parking or two way motor vehicle traffic and adding separated bike lanes along Beach Avenue would encourage more people to cycle rather than drive to Stanley Park (and to English Bay, the West End, etc.) This will have to be done at some point, and I think this project would be a good opportunity to implement safer cycling access to and through Stanley Park.

Thanks for your time,

The rights of pedestrians who are far more numerous than bicyclists, cannot be superceded by the latter's rights.
the biggest problem with the writer and numerous others interviewed and known to this writer who are regular park users:

not bicycle/pedestrian conflicts....but bicyclists FAILING TO YIELD TO PEDESTRIANS AND PERSISTING TO USE PEDESTRIAN PATHS with seniors, children and dogs using the same path.....both reducing park enjoyment and a safety issue.

SOLUTION: MAKE BIGGER AND CLEARER SIGNS ON PATHWAYS FOR PEDESTRIANS, WITH: NO CYCLING..WITH PENALTIES APPROVED AND MARKED FOR SAME... PERIODIC ENFORCEMENTS AND FINES FOR FAILURE TO DO SO AND FAILURE TO YIELD. bicycle paths must be limited to prevent damage to areas within the park. ecosensitive.

it is not just the areas identified but paths near park entrances....example: around lost lagoon, from bridge there to 2nd beach. along seawall from english bay to 2nd beach..... there are bicycle paths and repeatedly the writer and others are nearly run over with bicyclists using pedestrian paths.

I thank you for your kind attention to this serious matter.

As a recreational cyclist, I would like to recommend air service stations throughout Stanley Park. Suggested locations would be the Roundabout, the Kids Water Park, and Second Beach. Not everyone carries air pumps with them. This would ensure safe riding for locals and tourist. Free air please.

As a cyclist who frequents Stanley Park, I want to applaud you and others who worked on the Stanley Park Cycling Plan, for a well-thought-out proposal to improve cycling and pedestrian activities in one of the world's finest park and recreational facilities. I thought the plan proposed excellent improvements, without destroying those elements that make the park so wonderful.

My only criticism stems from what wasn't addressed. I wish Park officials would let bicycle rental firms around the park know that they plan to enforce existing Vancouver cycling ordinances that require bicycles to be equipped with a bell and a rearview mirror. I also wish the park had more signage urging slower cyclists to keep to the right, and urging faster cyclists to warn other cyclists (as well as runners, rollerbladers and pedestrians) that they are passing on the left.

This is especially important inasmuch as Stanley Park is an international destination that attracts many visitors (and local residents) who come from countries where it is not always traditional to pass on the left or for slower traffic to stay to the right. Bicycle rental firms also should be encouraged to address these issues with riders.

Most of the problems my wife and I have encountered while riding around the park have come from dealing with bikes that don't have bells or mirrors, and from slow riders who don't stay to the right and faster riders who don't warn that they are passing on the left.

But, again, thank you for an excellent proposal for making Stanley Park a safer and more enjoyable place.

Thank you for including and listening to the public stakeholders ! I have been a board member of a large greenway committee, past board member for Cycling BC and I applaud the efforts put forth. The plan looks well studied and will take the aging infrastructure into a much needed facelift. Everything in the park reflects the way things were many years ago, but uses and public demand have changed and this looks to address some of those issues.

Thank you again,

Most people who are working only have the week ends to get out and do some cycling round the sea wall, for the last few years this is getting increasingly difficult because there is some kind of a run or a walk which takes up most of the morning on the week end, why does this have to in Stanley Park all the time?, there is the problem with the traffic diversions too and people cant get onto the beach because of the runners, there are other places these events could be staged once in a while say along Kits Beach and out to U.B.C. The entrance to the car park at second beach can become quite a hazard through the summer with cars turning LEFT down the bike path, there is signage there but maybe there could be a sign saying KEEP RIGHT or some white arrows on the road indicating the proper way. I don't really know what can be done about people going the wrong way round from Second Beach, more paint on the bike path saying WRONG WAY, TURN BACK,? I don't know, I have told people coming at me head on " your going the wrong way" and I just get a mouth full. It can be a hazard at Brockton Lighthouse people on the bike path also people walking down the bike path to the left not knowing it is the bike path. The food carts on English Bay get line ups for food on the bike path which can be a hazard to pedestrians and cyclists. Hope I have been of some help.

Further to my comments below, the tunnel near the fire truck at Ceperley park is very dangerous, pedestrians on there way west to the beach go through the tunnel instead of going up by the Pitch and Putt to access the beach, cyclists on there way east to Georgia Street turn into the tunnel which is a blind corner and can not see the predestines until it is to late,

the same thing happens when people walk from Beach Ave along the top path past the Bowling Green to Ceperley Park they turn east down the bike path, so there are pedestrians in both lanes of the bike path.

I send this email to you with my thoughts, observations and experiences with bikes, bike riders and tourists in Stanley Park over the past few years as a Resident of Vancouver (I live 2 blocks from Lost Lagoon on Alberni Street) as a Nature Lover, as a Professional Photographer that spends time capturing nature in the park regularly. As a member of the press both as a photographer and journalist I look forward to seeing how you can make the park safer for all users, both people and animals.

First I have to thank you for asking for input from Vancouver residents about the new plan for Bikes in Stanley Park. Now we as residents can only hope you listen to our concerns.

I will not separate my various interests and profession in this email, I speak as all of these as they are all pertinent to the discussion and my observations. I and a great many residents of the lower mainland enjoy spending time in the park as do my photography friends and I that spend a lot of time taking pictures in the park.

One of the main observation's that I and other have is the total lack of respect bikers have for the trails around Lost Lagoon. Now before you say those trails are marked no bikes and we have signs stating that on them, let em say this. You signs are way too small and people miss them. You signs should be in the middle of all the path entrances around the Lagoon and not to the side and they should be big enough that they are impossible to miss.

I have been hit, forced off the path, and yelled at by bikers on these paths, which they have NO right being on and we as pedestrians do. I have witnessed bikers killing wildlife, specifically baby ducks and other birds that they do not see until its too late. I rarely if ever see Park Rangers enforcing these rules around Lost Lagoon.

As in my previous comment I find the same issue with Beaver Lake, specifically the area around the Lake. The same incidents happen around Beaver Lake with individuals and groups on bikes. The worst offenders are the bike rental businesses that do tours for the tourists in and around the park, lake and lagoon and do not have any respect for individuals on foot enjoying the Lake. I have actually seen individuals forced off the path and into the vegetation/trees by these bike tours, myself and my photographic friends included.

Most of these incidents occur because people on bikes don't see the "No Bike Signs", but a great number of them ignore the signs and do it anyways. This could be fixed by making certain trails only accessible to pedestrians with gates designed to stop bikes that have "NO BIKES

ALLOWED" past this point, or on this trail that are impossible to miss., but are removable for the park workers and their vehicles when they need to enter these areas.

Other minor issues I have observed are the lack of more visible path markers, both signs and on path markings. There are certain points along the seawall that people stop to take picture's and admire the view that do cause congestion and at times can be dangerous for children and adults alike that should be looked at (under Lions gate bridge for one).where the path is very narrow.

Some of the paths inside the park can be hazardous when bikers don't pay attention to pedestrians or are riding too fast to stop when they come upon us walking. These areas should be looked at for signage, gates or some other barrier that would make it safer for both and slow down the bikes.

These would be my personal and main concerns in and around the park, but I am only one concerned person. I'm sure there are many more people are pointing out to you their concerns and complaints and I will make an effort to investigate these as a journalist and follow your progress in addressing these in your 2012 plan. I look forward to seeing the results of this process and hope that you can address as many of these concerns as possible in your new plan for Stanley Park in 2012.

Regards,

Here are some comments on the various issues:

Issue 1 "traffic calming areas" need to be more than those small signs that say no stopping. Often cars slow down and many stop. As such, cyclists have to move away from the side of the road and onto the traffic area.

Issue 2 a seems best because it shows no cons. I do have one though and that is that it can be a little scary for single females during low season.

Issue 4 a – people often do slow down at those points. It's a natural inclination. Those areas are dangerous because off leash dogs, cyclists going the wrong way, and pedestrians suddenly appear. The problem is a combination of non-compliance in addition to a blind turn. I truly don't believe that speed is the problem.

Issue 6 – I caution a "pedestrian first" policy. I implore you to do a "Safety first" policy. A pedestrian can step onto the bike path and have the "right of way" but cause serious harm. I think "caution bike lane" is also strong.

On a side note – I think a lot of joggers don't see themselves as pedestrians because they're faster than walkers. As such, that's why they jog along the side of the bike path. The problem with this is 1) as a cyclist I now have to be more alert to those joggers (who sometimes have no concept that cyclists are coming because they have their earphones on) 2) having the additional responsibility of paying attention to them diminishes my enjoyment 3) most important – when pedestrians and other joggers see this, they assume then that the path is a shared area and then more people do it without even knowing any better.

Perhaps you can have the occasional signage such as Safety first, joggers and pedestrians use this lane, cyclists use this lane.

6b is a great solution but I do still firmly believe that a message needs to be sent to pedestrians as well. That said, there's an odd irony to the fact that people who want to exercise in the park are safer on the road vs near pedestrians.

9C is a great solution because it not only gives pedestrians a viable walking area that's not too far but that's also very clearly delineated. I would also add that a large "danger" sign would be valuable. That tunnel is beyond scary. Cyclists come through from a hill – hence, they're quick and, if they're new to the wall, they don't expect families to be under there strolling through. It's a very very dangerous area. Worse still, that downhill bike path is right by a playground.

13B I'm not sure from the map if this is the area I have a concern with but here goes: There's a section coming down from the park (tulip area) where you end up at Lost Lagoon. Signage says no cycling. As such you turn left, ride a bit and are suddenly sharing the road with cars coming off the bridge. There's no warning. I'm fairly experienced so I'm not as nervous now. However if a family were to be cycling and suddenly find themselves in that position, I imagine it could be terrifying.

Ben, on a final note:

There's a mention of enforcement and education. This is key. It may mean hiring more Park Rangers at least temporarily but, without enforcement, change won't happen. Many of the issues raised have more to do with a disregard of the rules than an ignorance of them.

To maximize education and enforcement efforts, I would suggest a campaign that would galvanize the public so that you have their support. If everyone speaks up and educate – and if people frown upon those who disregard the rules (peer pressure) – your efforts will be even more effective.

The other day I saw a sight that, while admittedly uncommon, was not surprising. I saw two motorcycles at separate points of the bike path. Hence, they weren't even together. I'm pretty sure these people knew they were not supposed to ride a vehicle on the bike path. But they also knew that no one would be there to catch them. That infractions have reached so outrageous a level says a lot about the fact that there's no downside – and only reward – to breaking the rules.

I also think that Park Rangers need to be visible during off-season as well because - let's be honest - there's no off season on that seawall. It's always quite busy. There are simply seasons when it's very busy.

Anyway, all the best. You've done an amazing job.

Thank you,

...mistake! Wrong premise! Pedestrians first is utopian and not realistic. Who has more trouble stopping, a pedestrian on foot or someone on a bicycle or roller blades? Pedestrians can walk everywhere in the park, including on their own pathto force bikers/bladers vehicles to stop so pedestrians can walk about blythely unaware of path crossing etc is wrong thinking.. You are sacrificing the people who are daily users of the park for the sake of tourists that don't know or understand proper usage and it's not going to work ...bikers and bladers will continue to honk and ring and yell at pedestrians to get out of the way regardless of these pedestrian crosswalks, and accidents will continue to happen. You're trying to create an ideal that is just too impractical to work. It's ridiculous to expect moving bikes etc to stop several times per circuit just so pedestrians don't have to look both ways before they cross a bike path. Why is it asking too much of a pedestrian to look and be aware of traffic before they cross, and not cross in front of approaching bikes/bladers?

As to the rest of the proposals, here are my opinions. Those not commented on I agree with.

1) Issue 6 - disagree with raised crossing, different surface treatments etc all good

2) Agree with 6c

3) Issue 7 - agree with 4b solution

Agree with 7b solution

4) Issue 9 - agree with 9a option 1 and with 9c.

5) Issue #10 - Agree with 10b

6) Issue #19 - Options 19a&b - Should be a differentiation between racing bicyclists in training, keeping them on the roads, and simply speedier city and mountain bike and roller blade users on seawall path. "Speedier" users should have same right and access to bike path as slower sight-see-ers. Increased enforcement should focus on:

- a) advising slow sight see-ers to stick to right side of path to allow safe passing
- b) keeping pedestrians off bike path.
- c) No riding or walking two or three abreast when being passed
- d) 19d very important to educate casual users about proper protocol to handle high volume of users

Thank you for the opportunity to have input I hope you will re-think this "pedestrian first" philosophy. Even in the city it has created confusion on the streets between pedestrians who have developed a sense of entitlement and motorists. Pedestrians will step out in front of a car, particularly in west end residential neighborhoods, and expect a car to stop whether there is a crosswalk or stop sign or not, and they get irate and wave their fists if you don't stop. No one seems to understand traffic laws anymore as a result of this philosophy. I'm afraid implementing this in the park is just going to continue the conflicts that exist now and which are getting worse as a result of increased park usage.

I dont mean to belabour the point, but the city bike paths go through park property at multiple locations throughout the city. For example, I live about 8 blocks away from safeway and the city bike path goes through China Skate Park for about 1/2 block. This is controlled by the parks board. I marked all these types of locations on a city bicycle route map and they are all over. So I went to the city and the parks board to find out what to do. The city said it should be no problem, and the parks board could provide me with no written bylaw that distinguishes bicycles from electric bicycles. If Stanley Park has a different set of bylaws, then someone should write these downs so the citizens can be aware and the park authorities can enforce it. As it stands, Stanley park and all other parks have lots of electric bikes on them right now. I counted about 2 percent when I did an informal 1 hour survey of the park.

Anyhow, Im telling you that lots of people are safely riding electric bikes everywhere manual bikes are ridden inside the parks. I would like it if you are updating Stanley park that you also provide instructions on which types of bikes are and are not allowed and in what areas. And if the decision is to restrict electric cycles, then a lot of good park going citizens should be made aware.

Also note: that for some cyclists with a foot injury and for the infirm... electric is the only way to continue a cycling lifestyle.

Sincerely,

As a resident of Yaletown, I am a regular visitor of Stanley Park, as a jogger along the seawall bi-weekly, a recreational cyclist bi-monthly, and a visitor of the aquarium via the 19 bus. I have good understanding of the problems that Stanley Park faces, mainly centred around cyclists. Here, I will go through the recommendations to comment on those that I think need the biggest priority, and give suggestions.

1a: This is the best recommendation from the report. Though it involves 205 thousand in capital, it is definitely money well spent.

1b: Option 1 is the better option, but more could be done. There should be no parking problem, as lots are at all the trail heads. This loop is great for rec. cyclists looking for a quick ride, exercise, and transportation cyclists. It should be given a score higher than 3 on the chart on Page 61. Have you looked into removing the northbound lane, and making it into a one way street? Also, converting N. Pipeline Road is a good idea. This recommendation is wonderful and should greatly improve connectivity in the park.

1c: You could definitely upgrade ravine trail to a bike trail easily. If this cannot be done, have you considered a 2 way bike path on the current one way vehicle lane connecting the park drive to the pipeline? But I do like this recommendation.

6c: Have you considered making a one way or 2 way separated bike lane on park drive? This can be used for exercise cyclists, and recreational cyclists. Though this would come with a capital cost, car traffic along park drive is not that high, and can easily accommodate one fewer lane.

7b: good idea.

13a: Very much needed.

NOT SUGGESTED: I suggest barriers on the Stanley Park Causeway for cyclists, as if I understand, many more commuter cyclists will ride on the seperated sidewalk more if a barrier was in place. (I would take my kids on bike on the Causeway to the North shore if a barrier was in place).

14b: I like the 2way separated lane for bikes.

Issues 20 abc, 12a 14a, 15a, 2a: The issue of signage is the biggest problem in and around stanley park. I have a few suggestions:

- A) Put the major inner park trails inside the Vancouver Cycling map and Guide (Lower left corner P.58). It's amazing how you put the causeway and seawall bike trails but not the forest trails on the map.
- B) The names of trails are confusing, hard to remember, and difficult. Take the forest loop on P. 17 as an example, you need to go on the seawall to Tunnel trail to Beaver lake trail to Lake trail to Lovers walk to Rawlings trail. That's 6 trails to remember, and without a map, it's not possible to know where to turn. So, I propose (Like suggestion A), putting the loops on the cycling map, and making a universal loop naming system. So 'Forest Loop' will be called 'Forest Loop', and not 'Tunnel-Rawlings-Lovers Trail'. And color coded signs! The current Brown and green signs in the middle of the forest are imposible to follow. Simply, Remove all the names of the trails, and rename them: Bridle Trail = Prospect point trail, The forest loop trails are renamed either Forest trail or CrossPark trail, Tatlow walk is named diagonal trail, and Rawlings trail is renamed Park Drive Trail. OR another way is to name them trail 1, 2, 3, 4, 5 etc. and loop Orange, Blue, Green, Red, etc.

I Hope that Helps,

My preferred cycling route when traveling from Vancouver back to my home in West Vancouver is to go north on Pipeline Road as far as the one-way wooden bridge which I cross, then immediately proceed onto Eagle Trail then turn left on the Hansen Trail and follow it up to Park Drive. I understand that a number of commuters use Reservoir Trail which is fine going downhill but I find it too steep to climb uphill. A marked bike lane painted on the west side of the one-way wooden bridge on Pipeline Road would be helpful for those cyclists proceeding to and from the North Shore across the Lions Gate Bridge.

I would like to see a bike route marked for North Shore recreational cyclists who want to access the sea wall route. To get there, I take a sharp right turn off the south end of the Lions Gate Bridge and follow the winding trail onto Avison Trail and down to the sea wall.

Finally, it would be desirable to install some wayfinding signage on these bike routes, especially for those traveling back and forth between the North Shore and Vancouver.

Cheers,

Thank you for asking for my comments. I am excited to help with such a great plan. Let me start by saying what a good job has been done. The draft plan has incorporated survey and stakeholder suggestions well, and incorporates great ideas like raised cross walks, multiple "loops" through the park, and suggested separated paths, to name but a few. Although it is a good draft plan, there are also a few areas that could be improved from an active transportation perspective. As most of the plan was excellent, I have reserved my comments mostly to areas that need improvement.

My comments are as follows:

Section 1 - Consider allowing path to follow pedestrian facility that is already there (picture attached). Not as much new surface would be needed, the path will follow where people are already walking rather than create more than is needed. My suggestion is wider paths with facilities for cyclists and other active users. People will invariably cycle down the connector paths to the main pedestrian path anyway, whether for fun or to reach destinations like the Aquarium, so there may as well be safe facilities there that accommodate all users and not waste extra resources and space on a new path.

1b - support option 1 - This is the only option that will encourage safe and comfortable cycling for the 8-80 crowd. The strong case for a separated lane in this location is needing to increase active transportation, abide by the transportation hierarchy, and fulfill greenest city goals and other goals mentioned in the preface of the plan. There is already on road cycling here. With only on road cycling, there would be no change and it would not attract a wide range of users. The safest option for park guests is to favour the separated path on the west side of pipeline road.

1c - Good ideas. If that picture of the Tunnel Trail connection to Pipeline Road is current, repainting the cross walk markings is also in order. The picture shows them as faded and very faint, and completely worn away for half. It looks like a corner and it may be hard for motor vehicle traffic to see peds /bikes. Recommend fresh paint markings and signage marking a cross walk to aid in motor vehicles awareness.

Section 2 - 2b - prefer option 2. The more natural route, less costly. Cyclists/ped already using it.

2c + d - Neither of those options address the real issue of cyclists (and other users) doubling back the wrong way. My suggestion, as per the BAC seaside path upgrade suggestions, is to widen paths where possible and/or permanently reallocate separated road space from Devonian Park to Brockton point sports and festival site. As cycling increases, space is at capacity, and people will continue to cycle 2 way here unless there is an easier way to return quickly. Going all the way to the proposed Lumberjack trail would not be enough to prevent most returning wrong way users, in my opinion, as it would be out of their way to return to the city that way from the Brockton Point site.

5a – Make sure that crossing material will be suitable for inline skaters, or those with small wheels and will not constitute a hazard. Ideally, the material would be smooth, present no jarring or hazard for wheeled users, and would be brightly coloured or horizontally striped to indicate a crossing. The brick shown in the draft plan drawing indicates a brick like material which is more unsuitable for inline skaters and which sometimes can shift over time from weathering, creating a hazard and unpleasant user conditions.

6a – Good ideas with the signage, but again, interlocking pavers pose a hazard to inline skaters (who can get their wheels caught in the grooves), and for skateboarders, who cannot easily use brick paving to skate on. Again, a smooth, marked surface would be best and safest for all users.

6c – Re-route Bike/Rollerblade Path to south side of planted island - Good, but path may need to be wider in this area anyway to accommodate peak summer use, as mentioned in the BAC parks capital plan budget submission for seaside path upgrades.

9a – Pedestrian and cyclist conflict at Ceperley Playground and Underpass - DEFINITELY favour option 1, widen Ceperley tunnel in the long term to accommodate cyclists/rollerbladers and pedestrians. Option 2 will attract pedestrians to the path. Widening the tunnel is the best solution. Option 2 would also disturb the naturally integrity and quiet beauty of the area. Cyclists would likely still use the tunnel anyway, and pedestrians will walk on the bike path. Best to just improve the current shared facility. Making cyclists go all the way up just to switch back is not really ideal. I strongly do not support option 2.

9c – Improving pedestrian facilities is important here, though again, rerouting cyclists along a protracted hair pin is not ideal and I would greatly support widening the tunnel and improving existing facilities. Cyclists will use the ped side anyway if they want to go that direction.

Issue 14b – Create two-way bike access on North Lagoon Drive - I would not support two way traffic for vehicles which would encourage increased motor vehicle traffic to that area and increase risk to pedestrians and other users. I prefer option 1 which more closely abides to the transportation hierarchy. Option 2 is in contravention of the hierarchy and favours motor vehicle traffic over active transportation facilities safe for all ages and abilities.

17b – Create Park Lane bikeway and intersection upgrade - Prefer option 1. Separated bike path west side. This follows the transportation hierarchy set out in the beginning of the draft plan and is safest for all ages and abilities. Reducing parking also improves air quality, which would improve park ecological and human health. <http://pollutionfree.wordpress.com/2011/02/03/parking-on-demand-lessons-learned-from-europe/>

Richard Campbell, former BAC member who also helped with BAC Parks submissions, also had some brief comments:

- I'm not convinced that the loops will reduce all the need and demand for two-way cycling on some portions of the Seawall nor even met future demand for even one-way traffic. I'd like to see a longer term plan to widen sections of the Seawall. Many sections need upgrading so now is the time to consider this. On the east side of the Park, road space could be reallocated.
- Removing many of the pinch points on the west side of the park does not seem to be costed out.
- Parking and signage was not costed out
- No targets - mode share, conflict reduction, injury reduction, etc.
- No analysis of benefits - economic, health, environmental

Some of Richard's comments regarding targets for mode share, etc were found in the BAC motion on the Stanley Park Cycling Plan. I have attached it for reference. Again, really great ideas in this plan that I am excited to see implemented. Thank you so much for the opportunity to add my voice to this important milestone in Stanley Park history. Please contact me if should you require greater detail or explanation of any of these comments; I am happy to oblige.

All the best,

I wanted to respond to you and thank you for the opportunity to give input the cycling plan. I found the report an interesting and well thought out plan. I did read it with a particular eye to our part of the park, reviewed my thoughts with the senior team here and have the following comments and questions for you.

- The Lumberman's arch loop is a very useful and logical addition for the park visitors and those coming to the Aquarium
- We are pleased the Aquarium is identified as a key visitor destination and circulation hub in the plan (referred to as the Aquarium node) providing good/clear profile in the new cycling and orientation maps
- Increased bike racks support our interests in greener access to the Aquarium by our guests and we need them frankly in the summer time as what we have is not adequate in peak time as the racks are shared by both park and aquarium visitors. We would like to be able to have input to the location of additional racks as your team considers where to place them around the Lumberman's arch loop/Aquarium node.

I did have a couple of questions

- I see the final cycling plan slated for winter 2012- does that mean implementation in early 2013?
- With the ranking of short to long term implementation plans I did not see a timeline- is it months to years? We are interested to know when Lumberman's arch loop will be in place
- I did read about changes to the Stanley park orientation maps and assume the current ones will not change out until the cycle plan details are finalized and can be included?
- Can we help communicate in anyway- to our member/volunteers and visitors on our webpage?

I think that's it- again thanks for the opportunity for input and I am happy to chat further if needed.

Vancouver Aquarium
