COVID-19

MOBILITY + PUBLIC LIFE RESPONSE

ENGINEERING SERVICES
CITY FINANCE AND SERVICES
MAY 13, 2020
Agenda

1. Context
2. Global Mobility COVID-19 Response + Recovery
3. Vancouver Response Initiatives
4. Mobility Recovery
5. Public Life Recovery
Context
Response ➔ Recovery
Physical distancing
Stay Home, Stay Put

(But...)

People must still access essential services such as grocery stores, pharmacies, and medical and financial institutions.

Essential workers need to access employment.

Time outside for exercise is good for physical, emotional and mental health.
Restarting (carefully)

- Services will start to be restored under enhanced protocols
- Physical distancing with a phased return to work and activity
Changes to mobility patterns

Source: City of Vancouver (Late April 2020 compared to late April 2019)

- Commuter: ↓ 35-50%
- Recreational: ↑ 6-50%
- In/Out Downtown: ↓ 80%
- In/Out Vancouver: ↓ 48%
- In/Out Downtown: ↓ 39%
Changes to mobility patterns

Within Vancouver

Source: Apple Mobility
Opportunity to **reallocate** road space

Parking and travel lanes can be repurposed to:

- Support physical distancing
- Improve business access
- Facilitate health and safety of residents
- Provide space for travel and exercise
Global Mobility COVID-19 Response + Recovery
Rapid Response
Oakland Slow Streets

119 km
Rapid Response
Portland Slow/Safe Streets

160 locations
Rapid Response
Toronto

50+ km
Transformational Recovery

Seattle

30+ km
Transformational Recovery

**Strade Aperte, Milan**

35 km
Vancouver Response Initiatives
Acute responses

1. Room to **Queue**
   - **Stay 2 Metres Apart when in line or walking past**

2. Room to **Load**
   - **Priority Loading Zone**
   - **Use for quick pick-up/drop-off**

3. Room to **Move**
   - **Keep 2m apart when walking, cycling and rolling**
   - Help flatten the curve.
Room to Queue

Temporary sidewalk widening in front of essential services

(Whole Foods, W 4th Ave and Vine St)
Room to Queue

Creates an area for passing or queuing by reallocating the curb lane

(City Avenue Market, Commercial Drive)
Room to Queue

Provide extended zones in reallocating areas

(Fruiticana, Fraser Street)

(Davie Street, near Independent Grocer looking east)
Room to **Queue**

Staff reach out to businesses and find a design that:

- Allows safe access for customers
- Provides safe passage for people walking
- Maintains business operations
Room to **Queue**

10 installed

50+ locations on the list

Up to 30 planned

$5K per location to install and $3-5K/month to maintain
Room to **Load**

- Short-term loading near businesses with high turnover to minimize physical contact
- **14** installed
- **2** on the way
- Implementing on a request basis and with Room to Queue zones
Room to **Move**

Supports:

- Physical **distancing** while exercising
- **Essential** workers accessing employment
- The public **returning to work**

- **Busy streets**
- **Local streets**
**Busy Streets**

- Prioritize critical connections and crowding
- Physically separate spaces for comfort, adding complexity to design
- Reallocate parking or travel lanes on arterial and commercial streets
- Prefer locations where:
  - Parking is already restricted (or can be)
  - Arterials with more than one travel lane per direction
  - Buses can remain on route, ideally making existing stops at the sidewalk
  - Centreline or individual travel lanes can be retained
Installed **Stanley Park**

- Vancouver Park Board closed Stanley Park to motor vehicles to:
  - Reduce the number of visitors
  - Enable physical distancing
- Seawall temporarily closed for people biking, cycling loop on Stanley Park Drive
Installed

Beach Avenue

• Complement to Stanley Park road closures and seawall cycling restriction
• 2 km cycling path from Park Lane to Hornby St
• Creates more space for people walking
• $30K to install, $20K /month to maintain
Initial Data

Bike Volumes
Wednesday April 15, 2020

- Stanley Park Dr at Second Beach: 5,400
- Beach Ave at Aquatic Centre: 5,400
- Seaside Greenway at Science World: 5,200
- Burrard Bridge: 5,100
Inform Long Term Planning

Two Coordinated Long Term Plans

• West End Waterfront Master Plan
• Stanley Park Comprehensive Plan

Closures enable testing short term actions toward long term visions
Local Streets

- Simpler measures to allow walking, running, rolling on local street roadways
- Prioritize geographic spread and alternative recreational opportunities to advance equity
- Prefer local roadways with a generous width while maintaining resident parking
Installed

Kits Point
Room to Move

Upcoming Focus Areas

1. Employment areas for return to work
   • Expand sidewalks in busy areas
   • Cycling connections between employment zones
Room to Move

Upcoming Focus Areas

2. Slow streets (greenways and local streets)
   - Reduce/slower traffic on busy greenways
   - Local opportunities for exercise
   - Expand neighbourhood open spaces using streets adjacent to parks
Slow Streets

**Stage One**  
May - Jul  
- Potential 50 km across the city  
- Construction-style barriers  
- ‘Local Traffic Only’ signs

---

**Stage Two**  
Jul - Sep  
- Monitor outcomes and feedback from public  
- Install tactical traffic calming at key locations  
- Enhance connections to public life recovery projects
Slow Streets

Stage Three
Sep - 2021

• Gather data and feedback on how walking, cycling and rolling has changed on these streets

  How do experiences along Slow Streets inform Mobility Recovery Planning, Climate Emergency Response, and Vancouver Plan?

• Review opportunities to fast-track future greenway, public space and neighbourhood traffic calming projects
Integration with Regional Partners

Supporting transit ridership recovery will be essential.

*Source:* COVID-19 Response Planning - Public Meeting of the Mayors’ Council (April 23, 2020), TransLink
Integration with Citywide Planning

The Vancouver Plan

Climate Emergency Response

Employment Lands & Economy Review

Mobility & Public Life Recovery
The Mobility Challenge and Opportunity

There is risk that private vehicle use could increase from pre-pandemic levels.

Are there opportunities to help pivot towards a more equitable and sustainable transportation system?
Mobility Recovery Planning

Integrated with the reframing of the Climate Emergency Response and Vancouver Plan, Mobility Recovery Planning will recognize changed travel patterns and community needs and look at short- and long-term opportunities to create a more equitable, sustainable, safe, and resilient transportation system.
Public Life + Business Recovery
What We’ve Heard
Accelerate public life recovery and support local businesses with a focus on high streets and neighbourhood hubs

We will need more space

Partners
- Business Improvement Associations
- Adjacent businesses
- Community Organizations
Early Ideas

- Streamlined processes and regulatory changes
- Temporary restaurant patios
- New flexible spaces along business frontages
- Temporary plazas on side streets
- All with safety and accessibility as a priority
Streamlined processes & regulatory changes
Ideas

• Create simplified and expedited permit processes for temporary uses
• Standardized designs for faster review and approval (e.g. interim patios)
• Regulatory changes to allow new interim uses
• Streamline engagement with BIAs

Benefits

• Faster implementation
• Support and enable local businesses in their own recovery efforts
• Extend the reach of limited City resources
Temporary patios
Ideas

• Reallocate space from parking spaces, travel lanes, or widened sidewalks

Benefits

• Spaces for traditional restaurant and café patios
• Support for businesses and customers while maintaining safe distancing measures
• Reanimate and rebuild public life
Flexible spaces along business frontages
Ideas

• Use parking (partial or block-long) to widened sidewalks
• Adapt existing public spaces (incl. Room-to-Queue)

Benefits

• Additional spaces for flexible uses: eating, queuing, sitting and gathering
• Spaces for retail display and vending
Temporary plazas on side streets

- Repurpose on-street parking to create ‘linear’ plazas
  - Can be a few parking spaces or full parking lane
  - Space can be used for:
    - Traditional restaurant patios
    - Public seating areas (i.e., for eating take-out, informal gathering)
    - Queuing
    - Merchandise displays and other flexible uses
Ideas

• Temporary closures of side streets to create plazas
• Opportunities city-wide

Benefits

• Serve local community & business needs
• Create spaces for multiple flexible uses, such as eating, socializing, queuing, sitting, and retail display
• Provide walking and cycling connections to greenways and other community amenities
There are many thoughts and ideas, and we are just starting the conversation.

We will be working to:
- Co-listen
- Co-learn
- Co-create
Public realm legacy:
Short-term actions for long-term transformations
Longer term public space enhancements
Longer term
public space enhancements
Today’s needs point to the importance of longer range public space planning and policy

Places for People and Downtown Public Realm Strategy
Transportation and Public Space

Interdepartmental approach to planning and implementation

Creating Places for People by:

1. For All, By All
2. The “Right” Supply
3. Design for People
4. Day-Long, Year-Long
5. Nature and Resilience
6. Connecting Places

= Response & Recovery
Questions?