



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...)

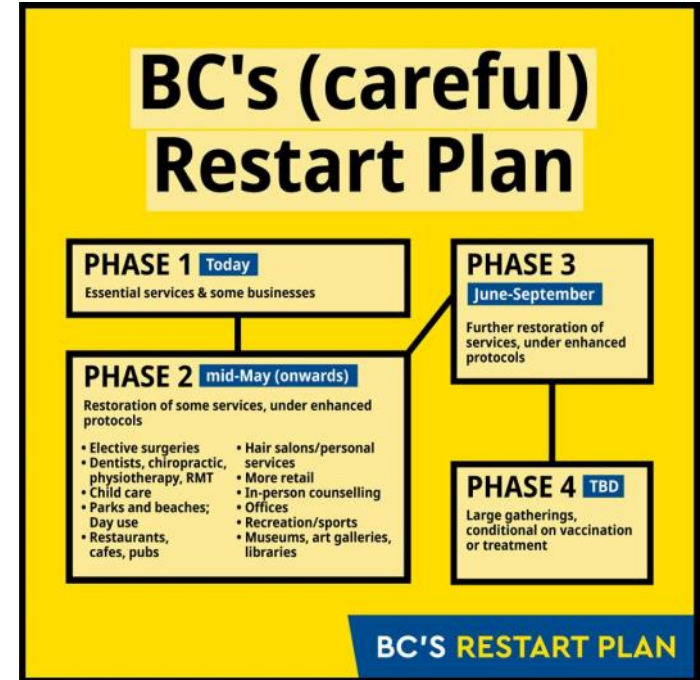
People must still **access essential services** such as grocery stores, pharmacies, and medical and financial institutions

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)



↓ 40-55%



↓ 35-50% Commuter

↑ 6-50% Recreational



↓ 80%



↓ 48% In/Out Downtown

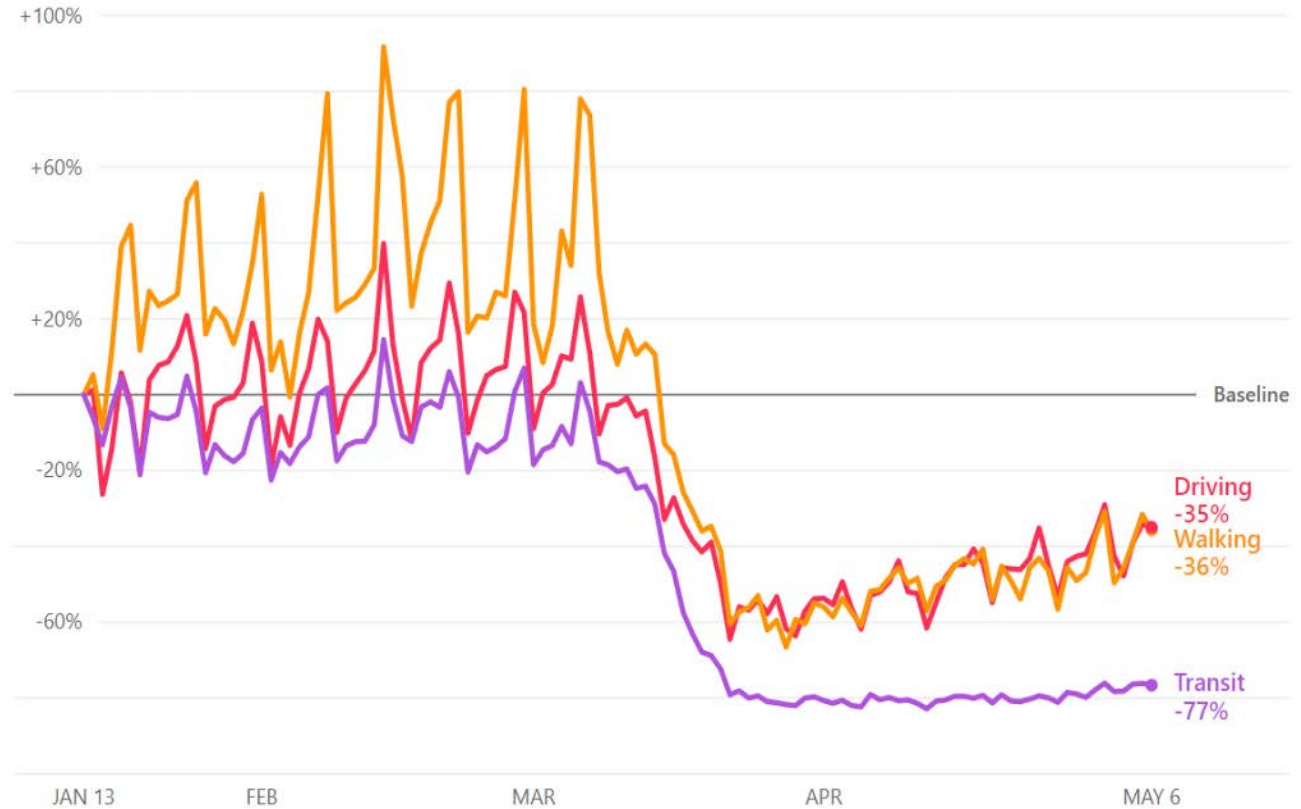
↓ 39% In/Out Vancouver



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

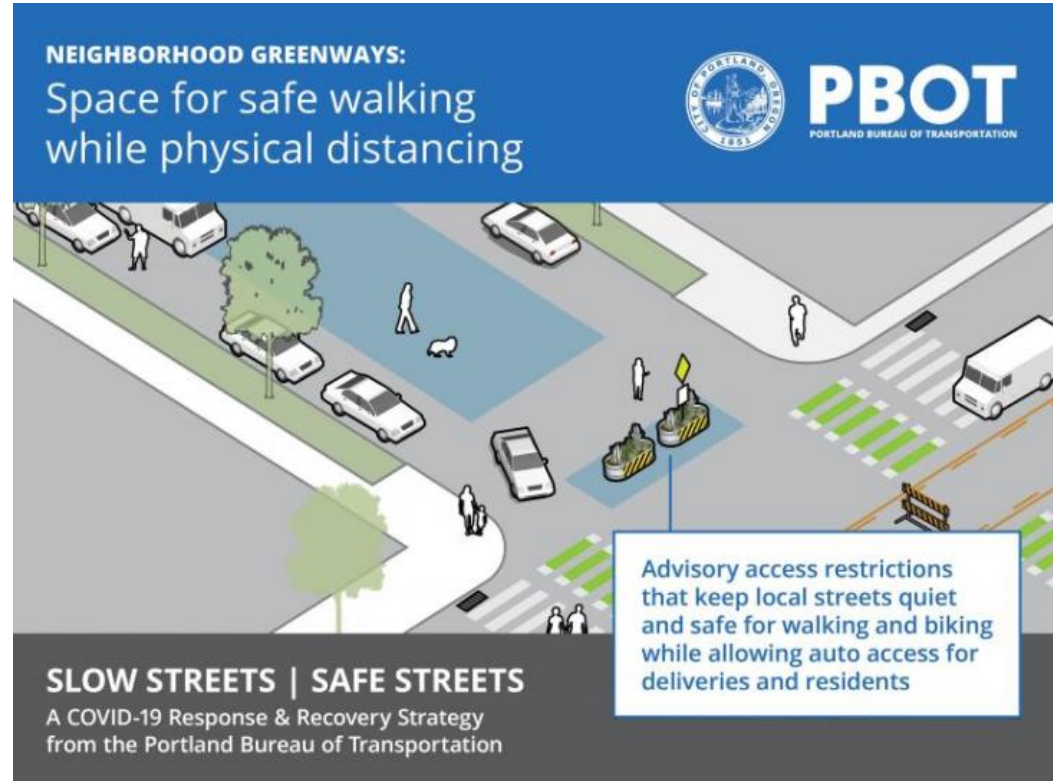
Rapid Response **Oakland Slow Streets**

119 km



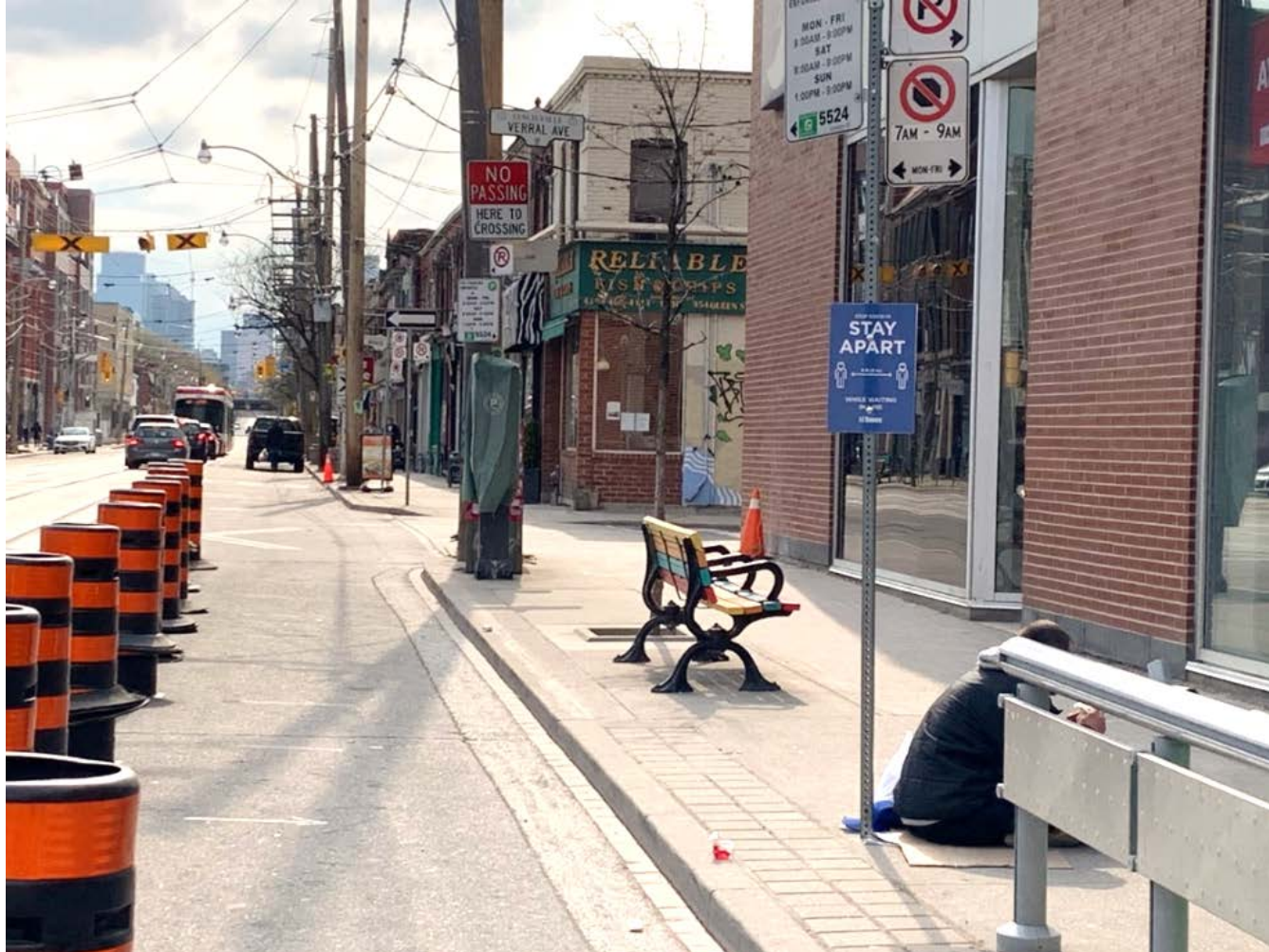
Rapid Response Portland Slow/Safe Streets

160 locations



Rapid Response Toronto

50+ km



Transformational Recovery **Seattle**

30+ km



Transformational Recovery

Strade Aperte, Milan

35 km



Vancouver Response Initiatives



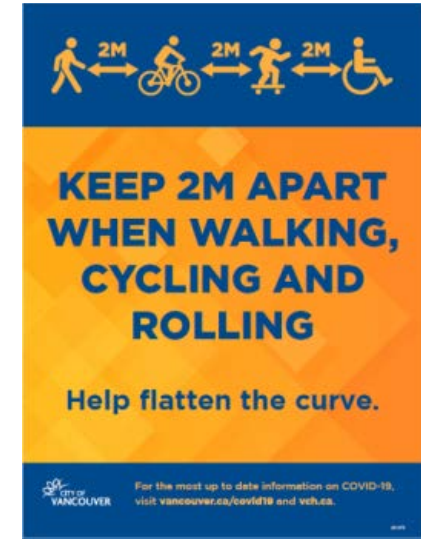
Acute responses



Room to **Queue**



Room to **Load**



Room to **Move**

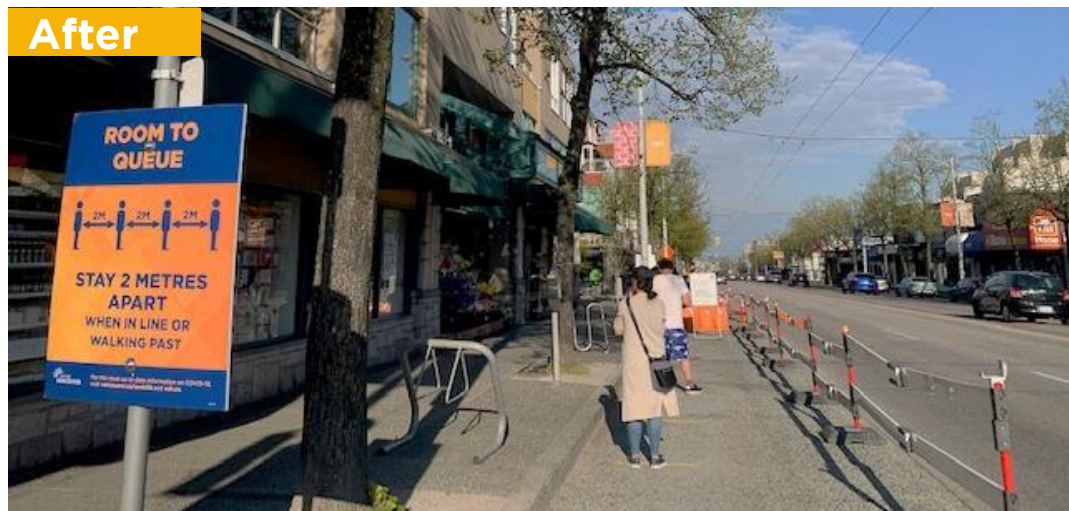
Room to Queue

Temporary sidewalk
widening in front of
essential services

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



Before



After

Room to Queue

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

(City Avenue Market, Commercial Drive)



Before



After

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



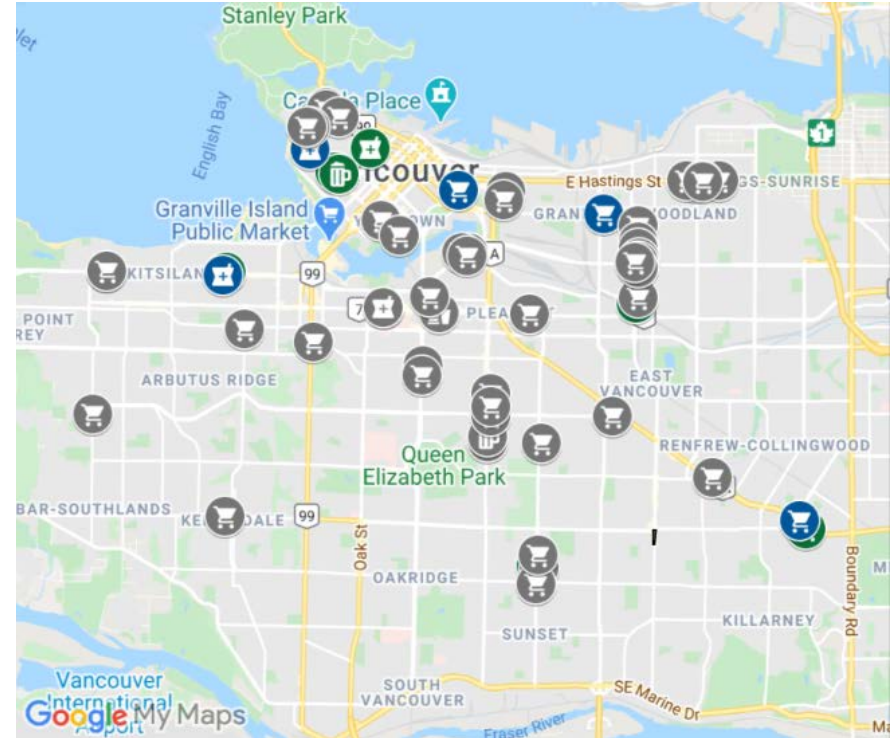
Room to **Queue**

10 installed

50+ locations on the list

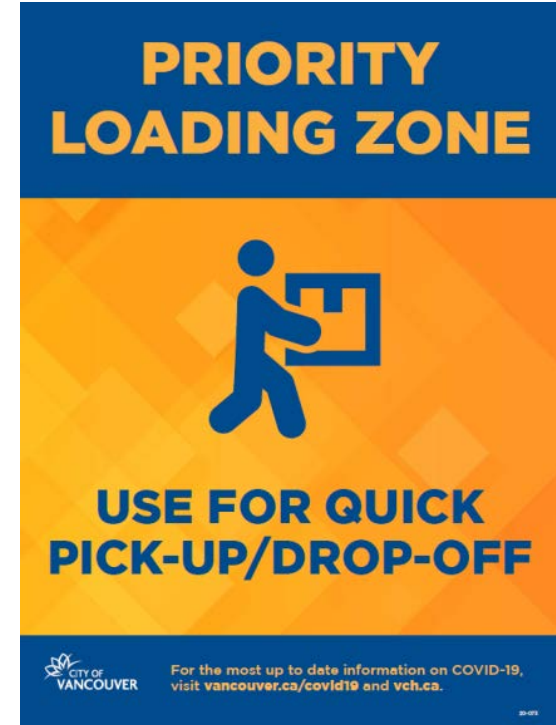
Up to 30 planned

\$5K per location to
install and \$3-5 K/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**



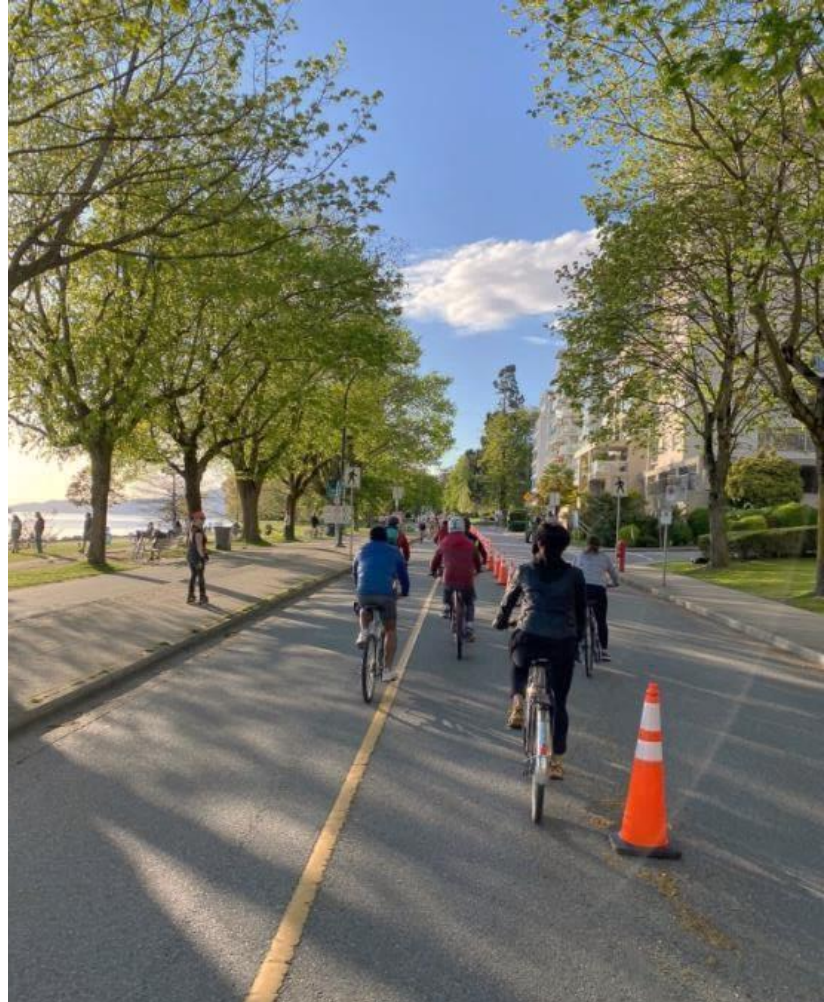
Busy streets



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



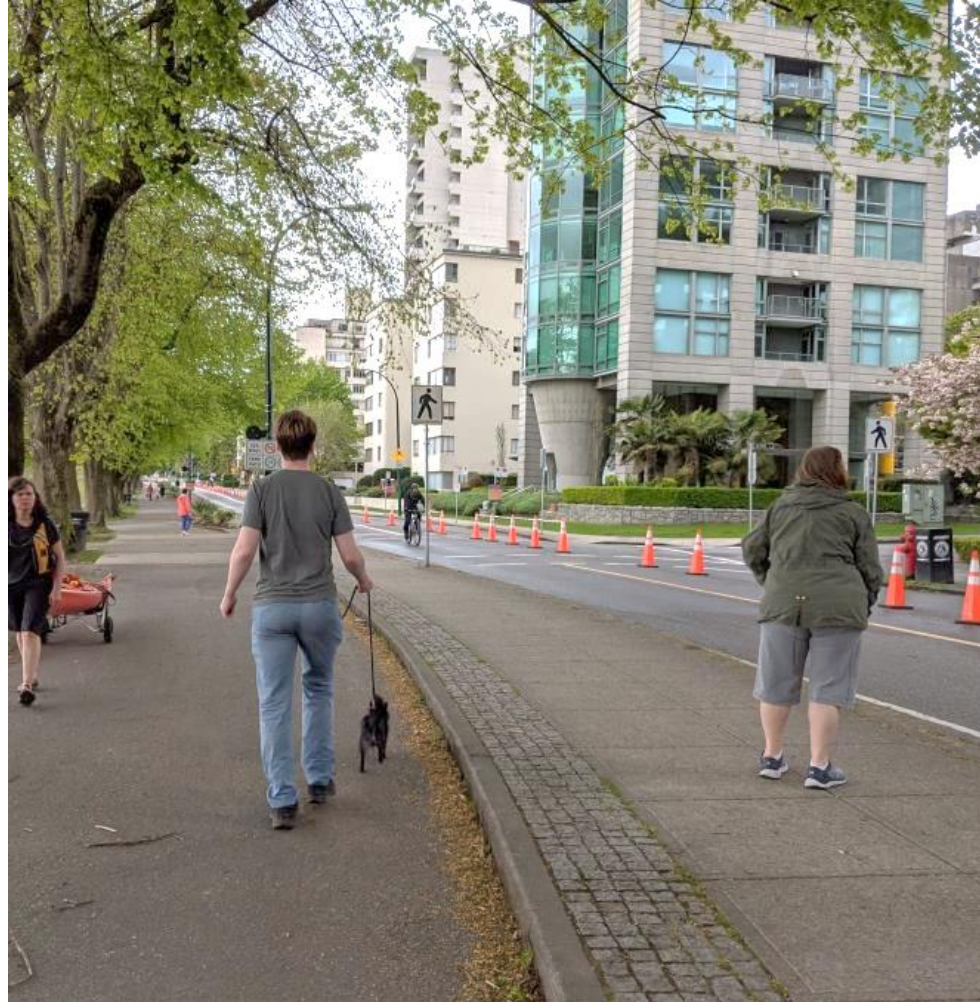
Installed Stanley Park

- 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



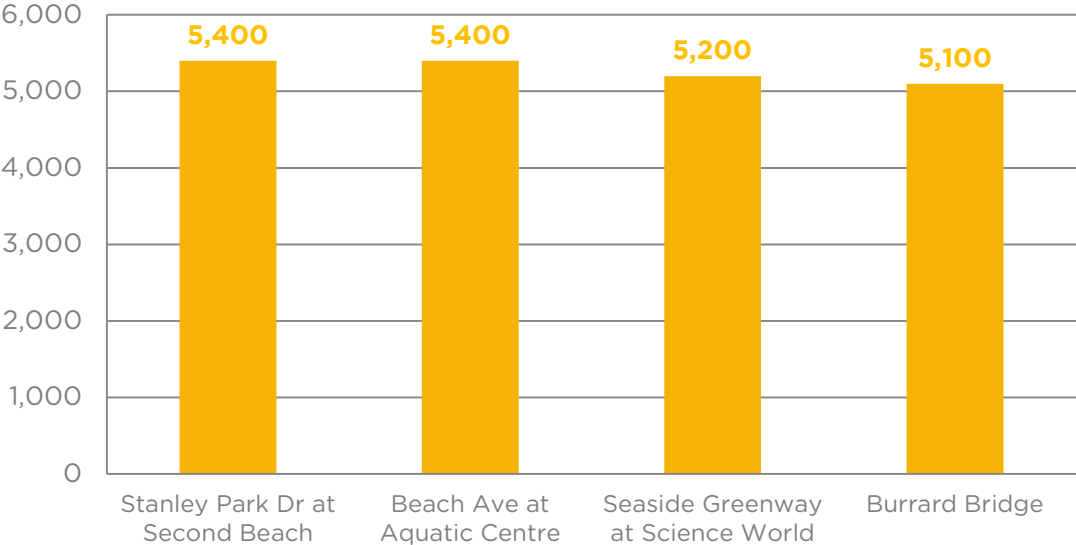
Installed **Beach Avenue**

- 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



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

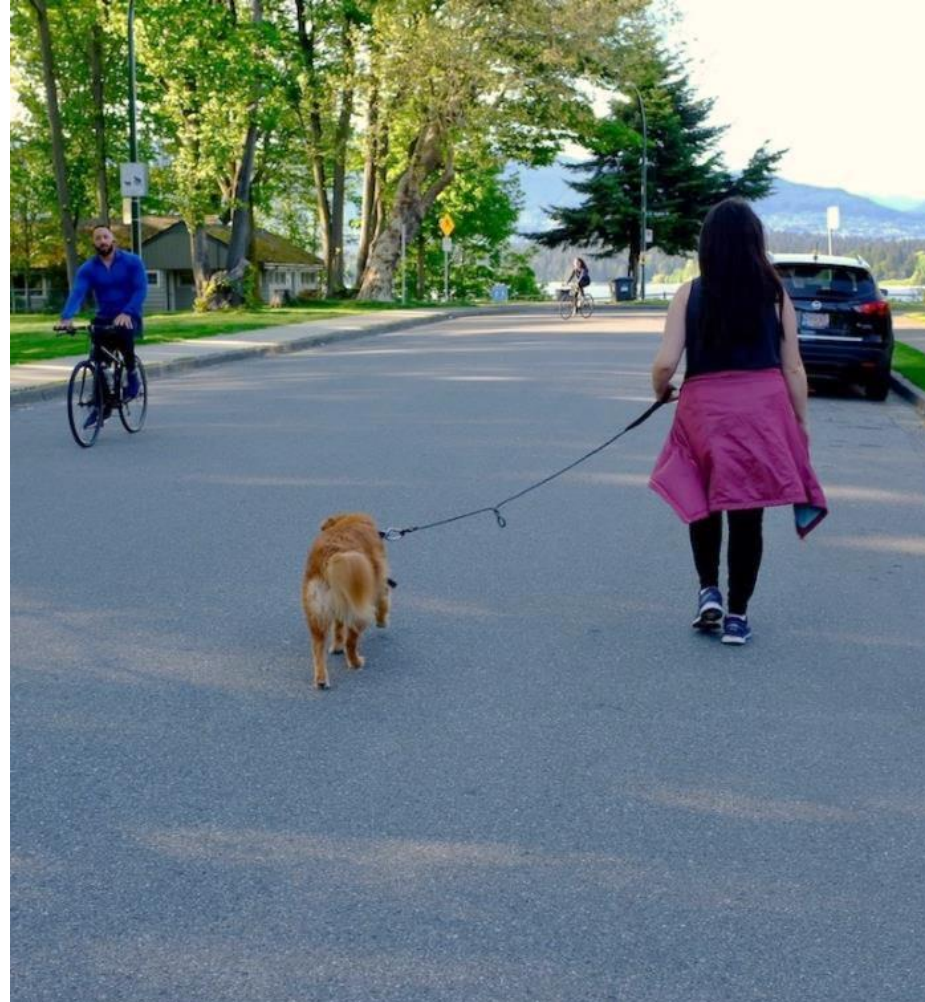


Room to Move

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** • Potential 50 km across the city
May - Jul • Construction-style barriers
• 'Local Traffic Only' signs
-

- Stage Two** • Monitor outcomes and feedback from public
Jul - Sep • 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

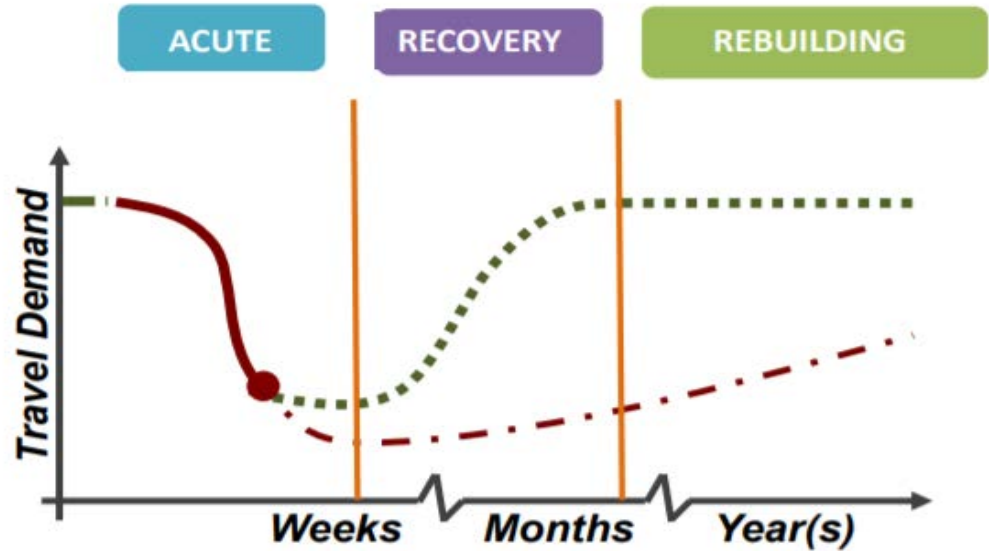
Mobility Recovery



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



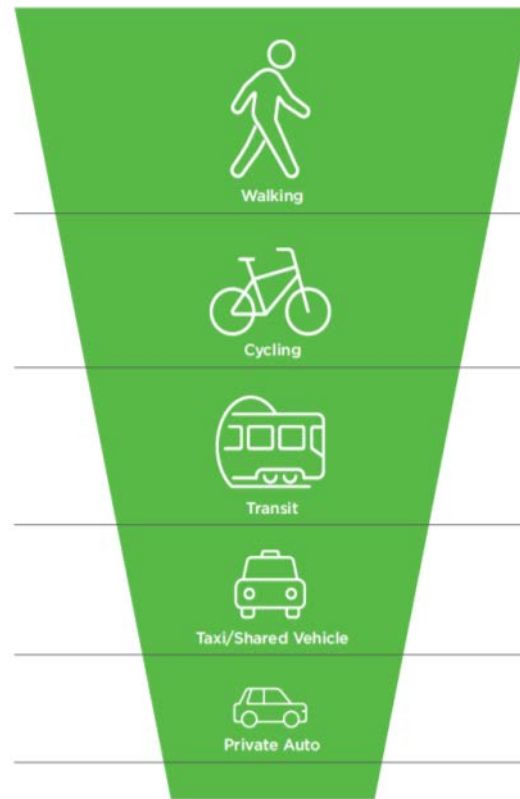
Employment Lands & Economy Review



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

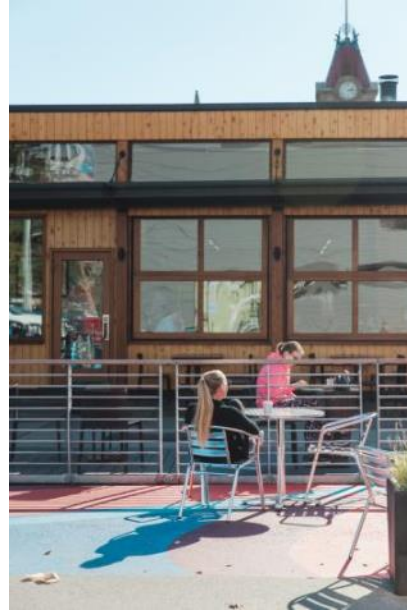


Ideas

- 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



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?
