

From: "Gore, Amy" <Amy.Gore@vancouver.ca>
To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>
Date: 4/3/2020 10:26:43 AM
Subject: RE: Street Closures around Stanley Park

I'm confused! No bikes?

From: Dunlop, Emily
Sent: Friday, April 3, 2020 10:13 AM
To: Gore, Amy
Cc: Plant, Sherwood; Gould, Brian
Subject: RE: Street Closures around Stanley Park

Hi guys,

Just talked to our Director. This will likely be as Amy suggested. So carry on.

Emily

From: Gore, Amy
Sent: Friday, April 3, 2020 10:04 AM
To: Dunlop, Emily
Cc: Plant, Sherwood; Gould, Brian
Subject: FW: Street Closures around Stanley Park

Looks like SLT changed their mind again. I think it's still good to proceed with the review because, inevitably, they'll change their mind again and it will be good to have this in our back pocket for when we do need to roll it out.

From: Stewart, Ian
Sent: Friday, April 3, 2020 9:32 AM
To: Gore, Amy
Cc: Nayeri, Ali
Subject: FW: Street Closures around Stanley Park

Hi Amy, please connect with Assistant Chief Dave Boone at VFRS to ensure their emergency response is adequately maintained.

Change of direction this AM, SLT now wants bikes to be allowed on seawall.

We need to connect with HUB to inform them of what we are doing.

Let me know what I can do to help, I can connect with any of these people if you are feeling stretched.

Cheers, Ian

From: Normann, Howard
Sent: Friday, April 3, 2020 9:19 AM
To: Stewart, Ian
Subject: FW: Street Closures around Stanley Park

Here you go....let me know if you want me to call first.

From: Bromley, Malcolm
Sent: Friday, April 03, 2020 8:59 AM
To: Marohn, Kiran
Cc: VFRS Executive Board - DL; Normann, Howard; Hutch, Dave

Subject: Re: Street Closures around Stanley Park

Thanks Kiran,

I've asked Howard Normann to resolve this. Thanks

Malcolm Bromley
General Manager
Vancouver Board of Parks and Recreation

On Apr 3, 2020, at 8:37 AM, Marohn, Kiran <kiran.marohn@vancouver.ca> wrote:

\u-257 ?
Malcolm,

I have confirmed with my management team that no one from Fire has been involved in discussions on street closures in and around Stanley Park. Please have your team working on that initiative reach out to Assistant Chief Dave Boone at VFRS to ensure our response is adequately maintained.

On another note, your twitter clip on COVID-19 was absolutely brilliant.

Kiran

Kiran Marohn, BBA, CPA, CGA
Acting Fire Chief,
Deputy Chief, Organizational Performance
& Business Operations
Vancouver Fire and Rescue Services
Tel: 604-665-6061 Fax 604-665-6024
e-mail kiran.marohn@vancouver.ca

Follow us on

Facebook: [Vancouver Fire & Rescue Services](#)

Twitter: [@VanFireRescue](#)

Website: vfrs.ca

From: "Stewart, Ian" <ian.stewart2@vancouver.ca>

To: "Gore, Amy" <Amy.Gore@vancouver.ca>

"Nayeri, Ali" <Ali.Nayeri@vancouver.ca>

"Dunlop, Emily" <Emily.Dunlop@vancouver.ca>

Date: 3/31/2020 12:48:00 PM

Subject: FW: Stanley Park Gates

Attachments: Stanley Park Gates.pptx

FYI closure gate drawings already in progress.

Ian

-----Original Message-----

From: Normann, Howard

Sent: Tuesday, March 31, 2020 12:07 PM

To: Hutch, Dave; Stewart, Ian

Cc: Pottinger, Guy; Dejong, Uultsje; Foster, Ian; Collins, Tim

Subject: Stanley Park Gates

Hi Dave and Ian,

I have 4 people to add for the conference call, including them in this thread so you have their contact information.

I have also included some information on gates both existing and planned, I have been working on this for a while along with some members of your team .

-Guy Pottinger Supervisor of Stanley

-Daniel Wong from Rangers (couldn't find an email for Daniel so included Uultsje) -Ian Foster who is the superintendent of Structures and know how to get blocks and barricades (can also assist in connecting with the right people for signage) -Tim Collins for Park partners

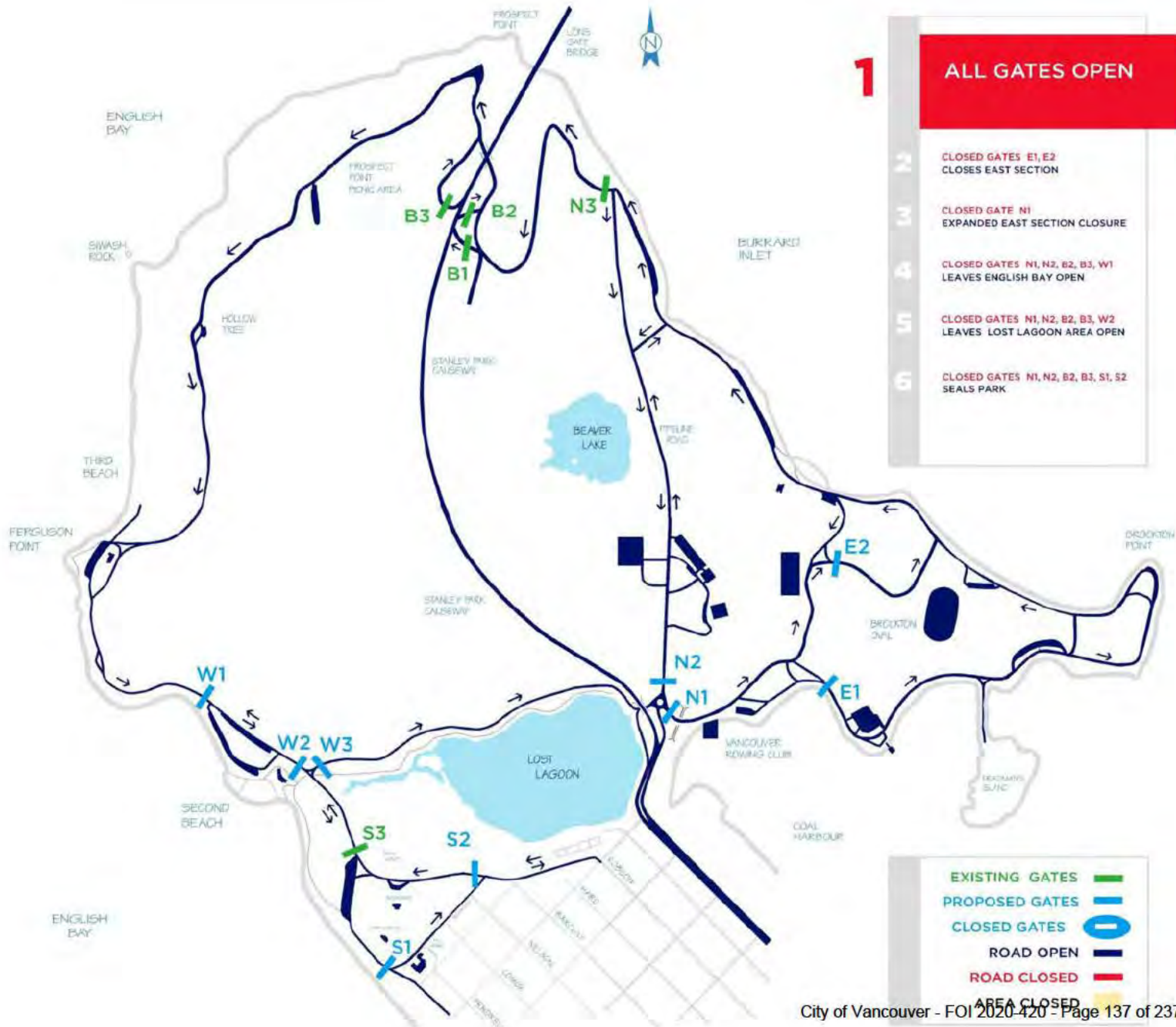
Does someone from your team want to lead the planning piece to get this going?

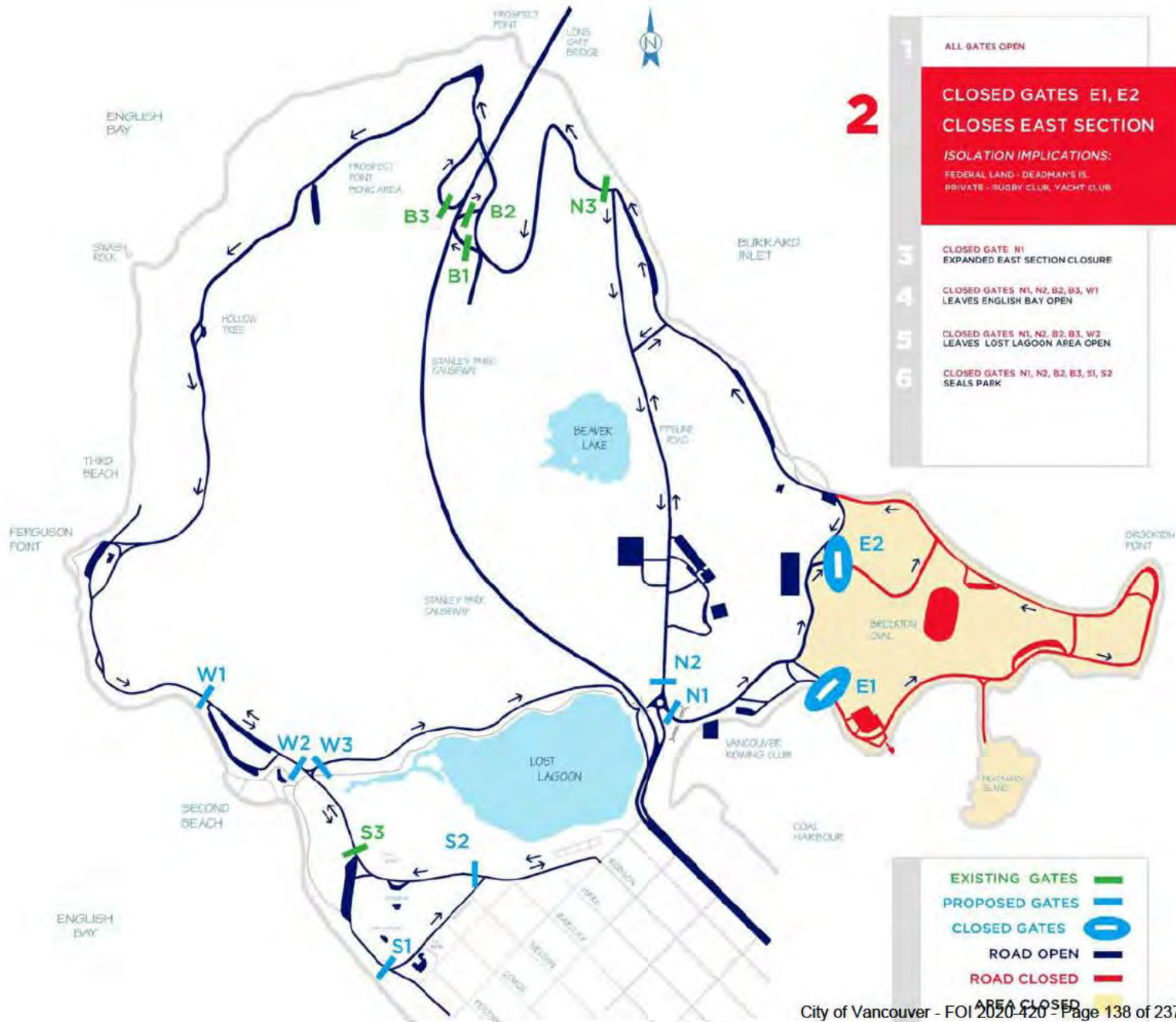
Thanks,
Howard

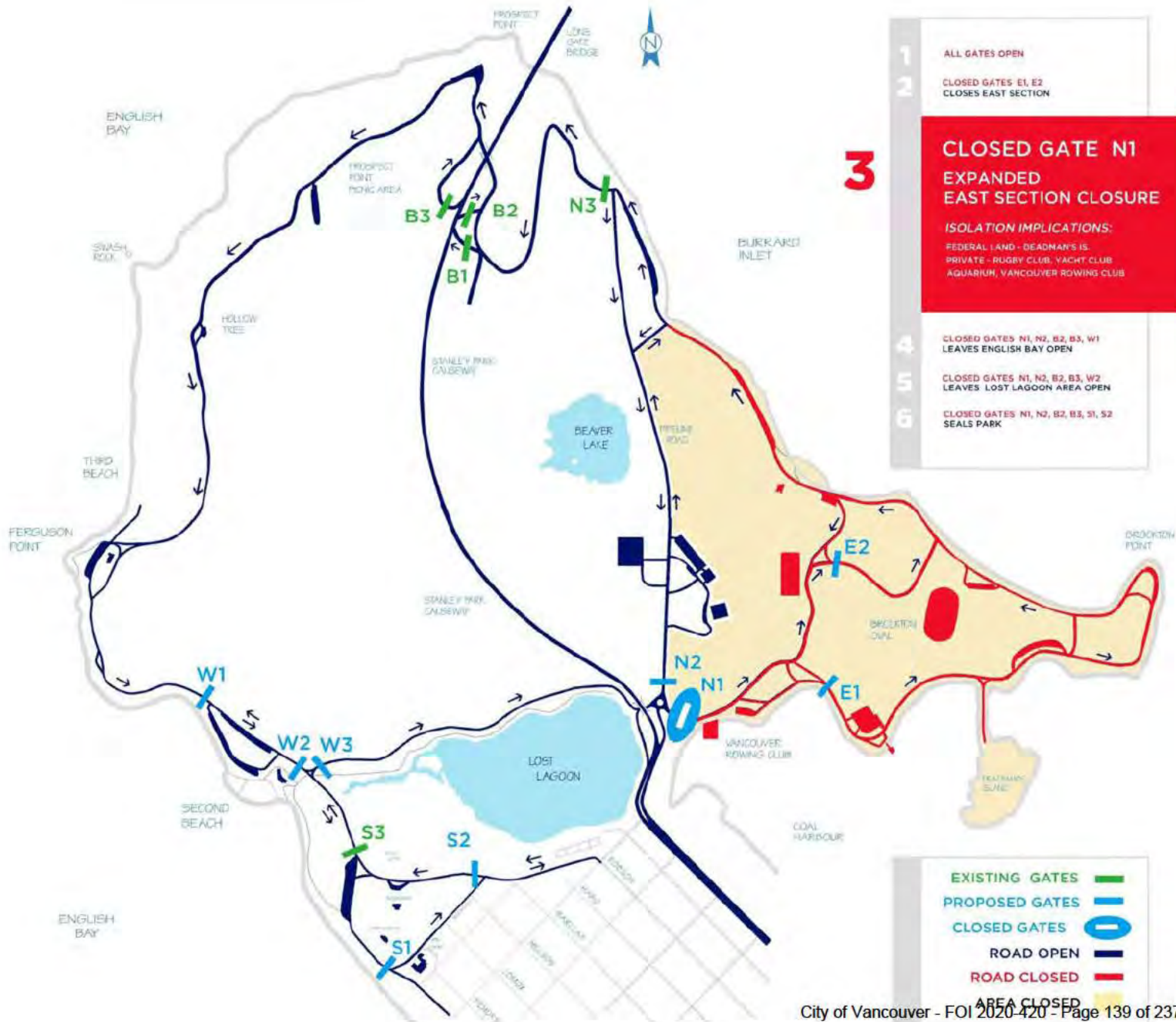


Vancouver Board of Parks and Recreation

Visit the Park Board web site at vancouverparks.ca







- 1 ALL GATES OPEN
- 2 CLOSED GATES E1, E2
CLOSES EAST SECTION
- 3** **CLOSED GATE N1**
EXPANDED EAST SECTION CLOSURE
ISOLATION IMPLICATIONS:
FEDERAL LAND - DEADMAN'S IS.
PRIVATE - RUGBY CLUB, YACHT CLUB
AQUARIUM, VANCOUVER ROWING CLUB
- 4 CLOSED GATES N1, N2, B2, B3, W1
LEAVES ENGLISH BAY OPEN
- 5 CLOSED GATES N1, N2, B2, B3, W2
LEAVES LOST LAGOON AREA OPEN
- 6 CLOSED GATES N1, N2, B2, B3, S1, S2
SEALS PARK

EXISTING GATES █

PROPOSED GATES █

CLOSED GATES █

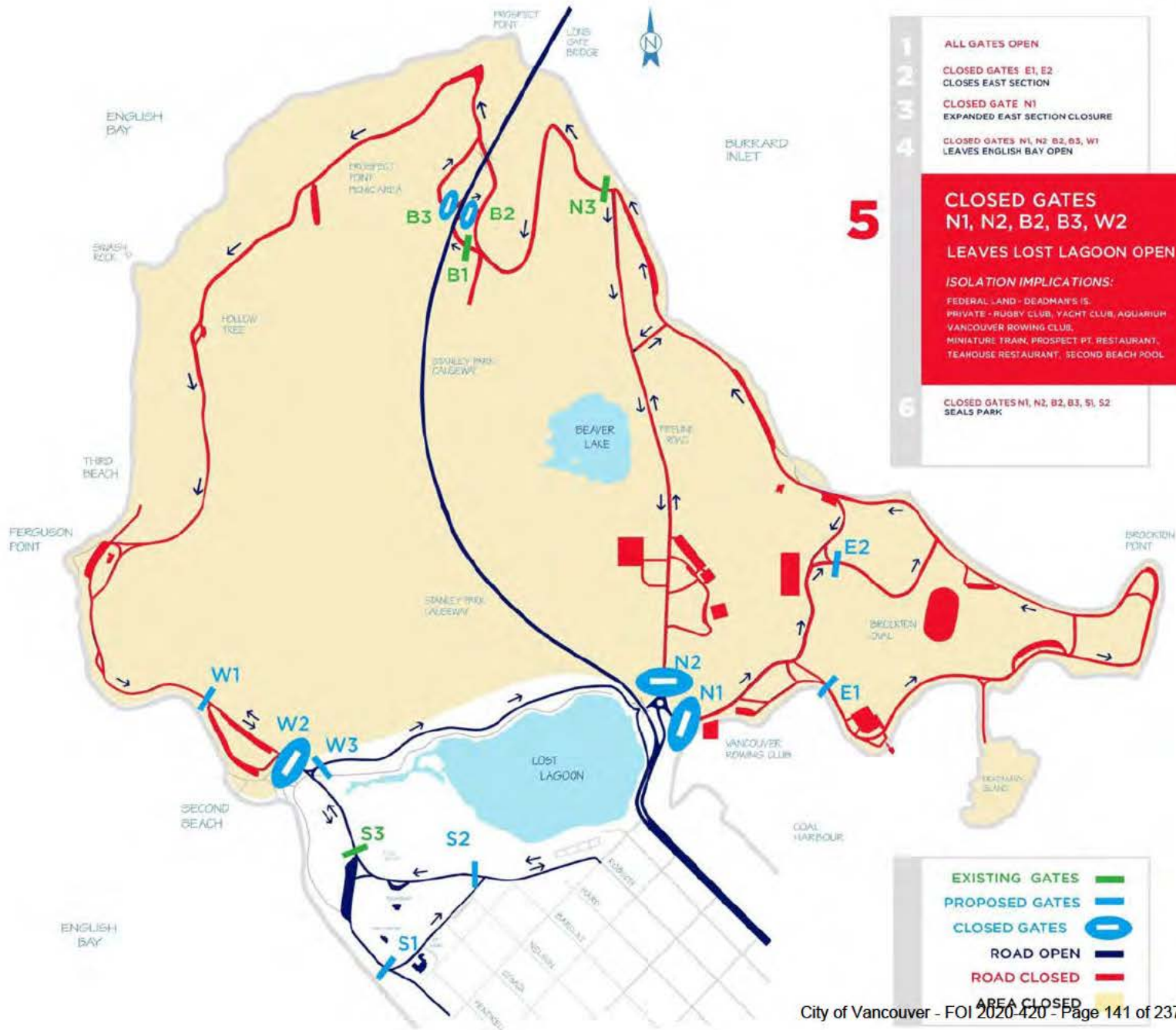
ROAD OPEN →

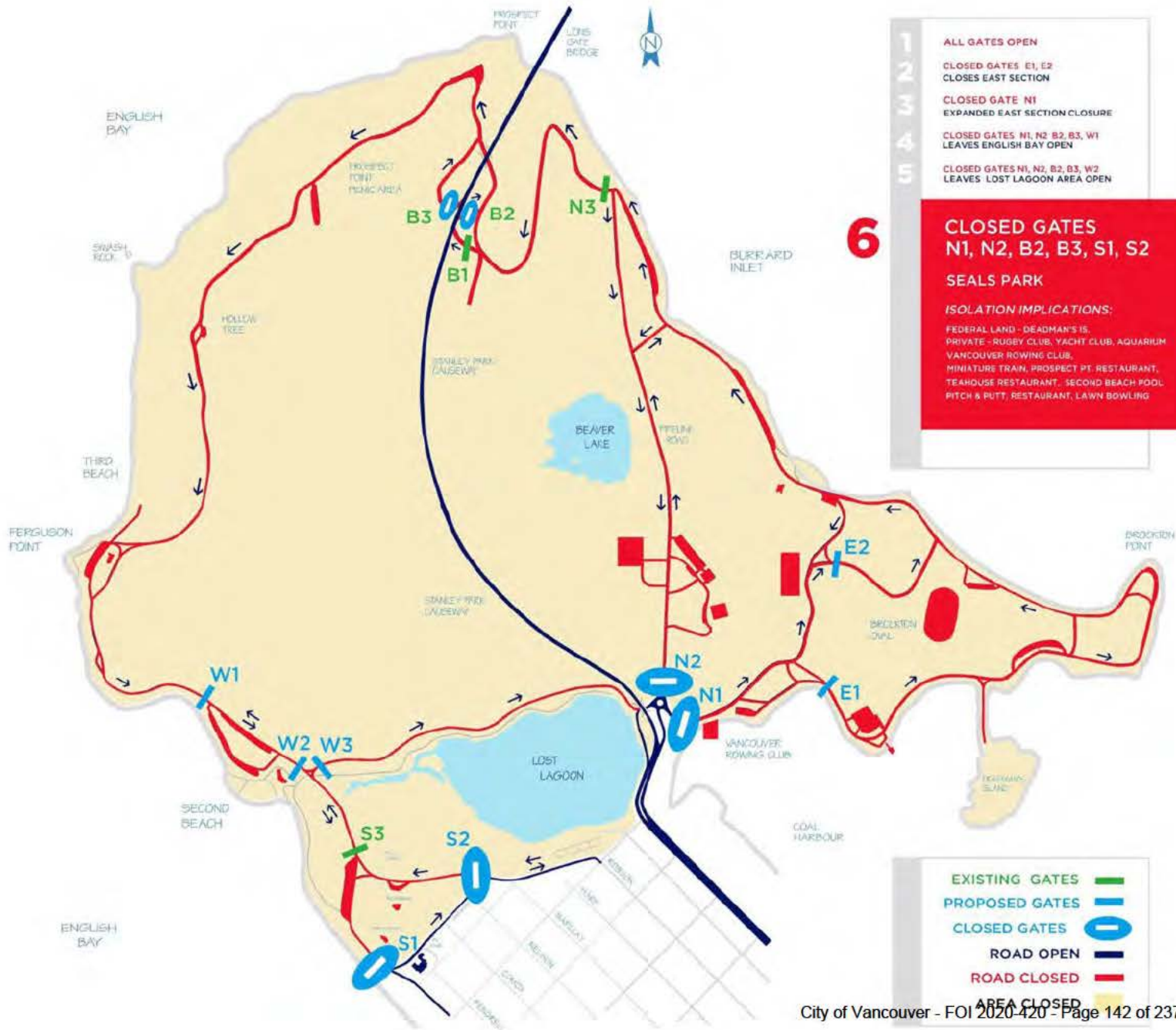
ROAD CLOSED —

AREA CLOSED █



- 1 ALL GATES OPEN
- 2 CLOSED GATES E1, E2
CLOSES EAST SECTION
- 3 CLOSED GATE N1
EXPANDED EAST SECTION CLOSURE
- 4** **CLOSED GATES N1, N2, B2, B3, W1**
LEAVES ENGLISH BAY OPEN FOR FESTIVAL OF LIGHTS
- 5 ISOLATION IMPLICATIONS:
FEDERAL LAND - DEADMAN'S IS.
PRIVATE - RUGBY CLUB, YACHT CLUB, AQUARIUM
VANCOUVER ROWING CLUB,
MINIATURE TRAIN, PROSPECT PT. RESTAURANT,
TEAHOUSE RESTAURANT
- 6 CLOSED GATES N1, N2, B2, B3, W2
LEAVES LOST LAGOON AREA OPEN
- 7 CLOSED GATES N1, N2, B2, B3, S1, S2
SEALS PARK





THE END

From: "Hutch, Dave" <dave.hutch@vancouver.ca>
To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>
Date: 5/12/2020 2:54:23 PM
Subject: Council today and tomorrow COVID & Public Space

Sorry I forgot to mention this Council today – do you someone who could watch and take notes?
Or we could get the download from Pauls' group

Hi Public Space Friends,

As we move into *May*, we want to invite you to imagine how we can create *better* public spaces as part of our city's response to the COVID-19 pandemic, and celebrate what you love (and perhaps miss?) about your favourite parks, plazas, high streets and more.

There's a chance for you to lend a hand to shape public space in the city with a couple of timely items that are on the table this Tuesday and Wednesday City Hall -- we'll walk you through them and offer our suggestions below. Plus, share your affection for public space with #PSILoveYou, our just-launched online storytelling initiative that's bringing a little extra joy and love into our shared spaces this (strange) spring.

We hope you are all keeping well and healthy and making the most of our blooming and glorious shared spaces this season.

~ The VPSN Crew

COVID & Public Space - City Council Activities

On Tuesday and Wednesday, City Council will be considering two motions related to the use of public space as part of COVID-19 response and recovery. These concern

- Expanding and enhancing patio space. (Motion B2); and
- Reallocating road space for shared use (Motion B5).

We support both motions, but with some considerations. You can check out a summary of our suggestions and how to take action below, and read more on our VPSN blog.



Flexible, Innovative and Expedited Patio Permitting

In a nutshell...

If approved, this motion would direct City staff to prepare options to —support more flexible patio types ... utilization of curb lane, street, sidewalk and laneway space... expedited permitting... as well as the number of patios allowed.“ There is also a component that proposes consideration of microbreweries as well.

The motion would further direct City staff to report back on —opportunities to create common style [outdoor] eating spaces with additional chairs, benches or tables on public plazas or public spaces... in various neighbourhoods and commercial districts.“

Some things to think about

- **Broaden the array of uses being considered** beyond food based businesses to support the local economy as a whole. Let's consider using spaces for new markets, expanded display areas, open-air arts and performance venues.

- **Broaden accessibility considerations** to serve pedestrians who walk or roll, people using mobility aids, strollers, etc.
- **Ensure a balanced approach around new or expanded commercial activities** (i.e. private uses) that maintains public access to public space.
- **Get creative to make –new“ public spaces** for COVID-response uses vs. overloading our existing sidewalks.

Full motion: <https://council.vancouver.ca/documents/b2.pdf>
[vancouverpublicspace.us2.list-manage.com]

Learn more about our position [vancouverpublicspace.us2.list-manage.com]



Reallocation of Road Space to Support Shared Use During Pandemic

In a nutshell...

If approved, this motion would direct City staff to “identify and implement appropriate reallocations of road space, such as high use greenways and streets adjacent to parks where space could be reallocated temporarily to enable safe shared use (pedestrians, cyclists, motor vehicles) and support safe physical distancing.”

It also asks staff to “report back to Council in fall 2020 on refined options for mobility and public realm use as part of the post COVID-19 recovery”

Some things to think about

- **Vancouver has taken some good first steps, but more is needed** to show leadership in the reallocation of street right-of-way for pedestrians and cyclists in all neighbourhoods.
- **There are a number of potential approaches** - including full reallocation and partial reallocation of street right-of-way and shared space approaches. A broad array of options should be considered - with a view to supporting different types of objectives depending on the location.
- **Street reallocation is an important technique to support Vancouver’s residents and workers with four inter-related activities:** (1) Accessing Daily Needs; (2) Commuting to/from places of work via active transportation modes; (3) Maintaining Physical and Mental Health; and (4) Addressing Neighbourhood and Mobility-based Equity Considerations - by prioritizing areas where these interventions will support residents and workers that are most at risk.
- **Street reallocation can support key COVID-response outcomes,** including safe public life activities, improved mobility and spatial equity, and improved support for local businesses.
- **The time to act is now:** A number of techniques to deliver street reallocation are actively being used by dozens of cities around the world. This is an opportunity for Vancouver to be bold and creative in its COVID response.

Full motion <https://council.vancouver.ca/documents/b5.pdf>
[\[vancouverpublicspace.us2.list-manage.com\]](https://vancouverpublicspace.us2.list-manage.com)

How you can shape Vancouver's public space

If you agree that these above motions warrant support, please consider sending a quick message to Council ([online form \[vancouverpublicspace.us2.list-manage.com\]](https://vancouverpublicspace.us2.list-manage.com)), or [sign up to speak \[vancouverpublicspace.us2.list-manage.com\]](https://vancouverpublicspace.us2.list-manage.com) by phone or in person on Wednesday. Be sure to specify the motion(s) you wish to support:

- Expanding and enhancing patio space. (Motion B2); and/or
- Reallocating road space for shared use (Motion B5).

If you want to support both, we'd recommend a quick note on each.

#PSILoveYou - Well-being Edition



A forum to share your stories

Public life in the city has changed radically in the space of just a couple of months.

Outdoor spaces are now shaped by physical distancing protocols and warnings about public health. Opportunities for public gatherings of any sort have been entirely transformed.

At the same time, people are also making use of public spaces in different ways: more walking & biking, new public space art, a re-shaping of streets to support the local economy, a 7:00pm symphony of pots and pans to thank hard-working healthcare professionals... and lots more.

How do all of these changes affect our individual and collective well-being?

Check out our new *PS I Love You* initiative - and share your story of public space and well-being in the time of COVID-19.



Dave Hutch | Director, Planning and Park Development

[Vancouver Park Board](#) | 2099 Beach Avenue

t. 604.257-8455

I am grateful to live and work on the unceded, ancestral territories of the Musqueam, Squamish and Tsleil-Waututh Nations

From: "Paola Q" <paola@vancouverpublicspace.ca>

To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>

Date: 4/6/2020 4:13:38 PM

Subject: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Attachments: VPSN - COVID-19 Reponse - Open and Safe Streets Proposal DRAFT April 6 2020.pdf

City of Vancouver security warning: Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

We feel there are **four distinct and inter-related areas activities that need to be considered**. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** ☞By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways ☞to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** ☞by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza
Chair

Vancouver Public Space Network
604-365-6369

COVID-19 Response

Creating Safe and Open Streets in Vancouver

Vancouver Public Space Network | DRAFT POSITION PAPER v4 | April 2020

The COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes.

In response, several cities around the world have taken action to reallocate street space for pedestrian and cycling usage. The reallocation of street right-of-way involves taking road space normally allocated to cars and opening it for walking and biking. During normal times, street reallocation work – which goes by several names, including “open streets”, “road dieting”, “complete streets” – is an important means of re-balancing street design to ensure the safety and comfort of people using all modes of travel. Now, with the intense challenges imposed by coronavirus, this approach has become an even more important tool in supporting public safety. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

In sum, street reallocation is important because it helps to ensure safe physical distancing measures for residents and workers, enable mobility equity for key neighbourhoods and communities, and support to physical and mental health at a time when regular access to recreation is significantly compromised.

Among the cities that have taken proactive steps in this regard:

- **Denver**, has re-designating over 20km of street right-of-way for walking and biking use;
- **Minneapolis** has (to date) the largest North American street reallocation initiative underway, covering approximately 30km of partial and full open streets;
- **Bogota, Columbia** created over 75km of new temporary bike lanes to support cycling and walking;
- **Calgary** has been testing weekend road reallocations to help residents maintain social distance since late March;
- **Winnipeg** is encouraging safe walking and biking by closing four streets to car traffic;
- Other cities are discussing or implementing these sorts of strategies, including Toronto, Seattle, Portland, Philadelphia, and Minneapolis.

Here, in **Vancouver**, the City has (at the time of publication) only indicated that it is “considering” some similar measures, although no specifics have been provided. While some news articles and community advocates have focused on the need to support residents of the Downtown Eastside by closing Hastings Street to car traffic, or have directed attention to specific policy interventions such as the use of designated “green streets”, the present document takes a broader and more holistic perspective.

First, during the COVID-19 pandemic, **there is a critical need for the City of Vancouver – including elected officials and policy makers at City Hall and the Park Board - to show leadership in the reallocation of street right-of-way for pedestrians and cyclists *in order to keep residents and workers safe.***

Second, **there are four distinct and inter-related areas activities that need to be considered.** Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. These are focused on providing safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

With this in mind, the present document contains recommended approaches to **Creating Safe and Open Streets for Walking and Biking** in Vancouver. A first draft of this document was released on March 27, 2020, and this version has been revised based on the important feedback we received. We will continue to review and modify the document to reflect best practices around safe and open streets. **We welcome any constructive feedback you might have.** You can email us at info@vancouverpublicspace.ca .

A note on language

This document uses the terms *walk*, *walk and roll*, and *stroll* interchangeably to refer to walking with or without the use of mobility aids such as canes, scooters, and wheelchairs. *Bike*, *biking* and *cycling* are used to refer to travel by bike or e-bike. The intention of the document is to advance mobility solutions for all residents of the city, regardless of age or ability.



CONTENTS

This DRAFT Position Paper outlines the Vancouver Public Space Network's recommendations on converting key streets to Pedestrian or Pedestrian and Bike-only as part of the Response to COVID-19.

The document is divided into eight sections, as follows:

1. Introduction
2. Goals, Objectives and Priority Setting Intent
3. HOW: Tactics for Creating Safe and Open Streets to Support Walking and Biking
4. WHERE: Recommended locations and key policy supports
5. WHO: Roles and Responsibilities
6. SUMMARY: Recommended Interventions to Create Safe and Open Streets for Walking & Biking
7. Other Actions to Support Safe Walking and Biking
8. References and Further Reading

1.0 INTRODUCTION

1.1 *The Changing Use of Sidewalks and Pathways*

People use Vancouver's streets, sidewalks and pathways for a variety of reasons: to commute to work, to walk to and from the grocery store, to play, to hang out with friends, family and loved ones, to sell goods, to busk, to watch other people, to get fresh air and exercise. In many parts of the city, people also use these public spaces because they have little other choice because of their housing or economic circumstances.

The COVID-19 pandemic, which first appeared in Vancouver in late January, has shifted thinking and behavior around the safe use of these spaces, and about the sorts of everyday activities mentioned above. For some, the use of sidewalks for commuting has been reduced, while for others, the need for clear sidewalks to get to/from front line work has never need been more acute. For others, the loss of typical recreation activities has meant an increasing need to use pathways to stay healthy. Other everyday activities – public gatherings, markets, secondary economy (informal vending), etc. have been subject to restrictions and limitations.

The public space challenges posed by COVID-19 affect Vancouver’s communities and neighbourhoods in very different ways. Where the aforementioned challenges can be met with varying levels of ease for those with resources and supports in place, this is not the case everywhere. In neighbourhoods where residents are burdened with poverty and the compound challenges that it brings (including survival economics, reduced or non-existent housing, addictions and mental health challenges, and limited parks and open space), the ability to adjust in response to coronavirus is proving to be acutely difficult.

1.2 The Need to Respond to Key Challenges

COVID-19 is creating unanticipated impacts and strain on Vancouver’s pedestrian infrastructure. Among the key challenges:

- Standard sidewalk widths on residential streets, or clear path (or “through zone”) widths on downtown streets vary in size,¹ but are almost always narrower than the 2m physical distancing protocol recommended by Health Authorities. This means that two people passing one another are unable to do so safely;
- The lack of safe distancing opportunities poses compound challenges (1) for people with mobility aids, and/or (2) where stopping, queuing or lingering of other sorts is taking place;
- There is a limited amount of public space per capita in higher density neighbourhoods – including an acute shortage of public space in neighbourhoods like the DTES. This means that areas like Hastings Street continue to see an overflow of people gathering in close proximity to one another;
- Residents and workers continue to need goods and services from commercial areas, and there is an additional need to support businesses; however limited sidewalk space often results in unsafe queuing in front of shops;
- Many popular pedestrian pathways – including areas of the Seawall – have limited space to accommodate high volumes of people who are walking for recreational purposes. While some enforcement measures are in place (currently, bylaw officers are issuing warnings and potential fines may be forthcoming), the overall problem will likely continue to increase as the weather improves;
- Alternative streets (e.g. greenways, bikeways, and other active transportation routes) despite being designated for walk/bike priority do not typically manifest this set of priorities in the actual allocation of street R-O-W. Where this does place, it is done in an inconsistent fashion. Signage and other measures may support walking and biking in a

¹ The City’s recently updated Engineering Design Manual (2019) recommends a minimum width of 1.8m on local streets in single family and multifamily residential neighbourhoods, a minimum of 2.1m on collector or arterial streets in multifamily neighbourhoods, and 2.4m any street type in commercial areas. However, these are new minimums, and do not reflect the “on the ground” reality in many areas of Vancouver. See p. 214.

nominative fashion, but the actual designation of roadway remains disproportionately focused on car traffic;

- In many parts of the city, residents and workers have started to walk on streets already to ensure safe physical distancing; however, there have been no measures to reduce car traffic or speed limits – which left unaddressed poses further safety risks

2.0 GOALS, OBJECTIVES, PRIORITY SETTING INTENT

2.1 *Four Big Moves*

In responding to the challenging and unprecedented implications of COVID-19, the **purpose of this document is to support four key goals, or “Big Moves”** related to the reallocation of road space for walk-bike only use. These are intended to help residents and workers of Vancouver:

1. **Access Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commute to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintain Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

Combined, these four goals support near-term and temporary enhancements to the pedestrian and cycling network to provide improved accessibility, mobility, and recreation opportunities for people trying to get the goods they need, get to, from, and around the city, and get healthy during COVID-19.

While the goals are *connected*, they are not the same. Each goal responds to different and important needs that are presently manifested in neighbourhoods around the city. Each goal will also require different interventions and tactics to ensure success. Further, each is (or will be) supported, to greater or lesser degree by different policies and actors.

2.2 *Objectives*

The specific objectives of the present proposal are built around the idea of keeping Vancouver residents healthy during COVID-19 – with a specific view to ensuring the safe use of sidewalks, streets and pathways. In particular, the recommendations aim to

- **Support health authority protocols** around maintaining a minimum 2m physical distancing;
- **Ensure the allocation of an appropriate amount of public space and street right-of-way to people walking and biking** in order to achieve the key goals of accessing daily needs, commuting, maintaining health, and addressing equity concerns;

- **Provide a mechanism to prioritize areas and communities with significant need** – including (1) high-traffic destinations, (2) neighbourhoods with high population densities and (3) neighbourhoods with a lower than average amount of existing public space;
- **Promote the concept of mobility and spatial equity** to ensure that neighbourhoods and communities (and in particular areas and communities of that are most at-risk) are treated fairly and justly;
- **Where appropriate, to assist elected officials and policy makers in grounding these interventions using existing City of Vancouver policies and programs** as a guide.

2.3 Guiding Considerations for Priority Setting

The following considerations should be used to prioritize “open street” interventions. Categories are often overlapping, and it is recommended that the highest priority should be given to interventions on streets and pathways that meet multiple considerations. The overall intent is to **balance the goals and objectives as fairly as possible and to ensure an equitable distribution of walk/bike only areas across the city.**

Give PRIORITY consideration to delivering pedestrian/bike only interventions in

1. Areas that will not impede emergency access or the delivery of emergency services;
2. Areas with high amounts of pedestrian traffic and queuing (e.g. key destination sites – e.g. grocery stores, key service providers, etc.);
3. Neighbourhoods with reduced provision of parks and open space²;
4. High-density neighbourhoods – in particular, apartment-zoned areas downtown and elsewhere in the city
5. Neighbourhoods with high populations of at-risk and/or equity seeking communities. (Note: ensure a broad approach to understanding equity).
6. In areas where sidewalk widths are especially challenging for people who require the use of mobility aids (e.g. scooters, strollers, etc.);

The Downtown Eastside as an Area of Focus

As part of the City’s COVID-19 response, the DTES has been identified as an area of highest priority. This document supports that approach. Many of the considerations around sidewalk usage outlined in these pages are found in acute fashion within the DTES – limited existing public space, higher-density residential housing (often with extremely small suites, significant sidewalk queuing and levels of other sidewalk activity. These considerations are further impacted by complex and overlapping challenges related to low income, mental health and addictions, housing instability, and health and well-being disparities.

² Consider the use of Open Space per Capita and/or Access to Parks & Open Space metrics to assess.

3.0 HOW: TACTICS FOR CREATING SAFE AND OPEN STREETS TO SUPPORT WALKING AND BIKING

There are a number of specific measures that might be introduced. This section outlines key considerations on how street reallocations might take place. The subsequent two sections focus more closely on potential locations (s 4.0) for street reallocation, and the responsible parties (s. 5.0) that can ensure the success of interventions of this sort. Section 6.0 summarizes these in the context of the four key goals outlined in the introduction.

Importantly, the various options outlined here are not mutually exclusive and can be used in combination with one another. (For example, support for safe queuing at a busy arterial-facing grocery store could involve reallocating the parking lane in front of the store [3.1] and closing down the flanking street [3.2], along with appropriate signage and markers [3.5])

3.1 *Partial reallocation of parking spaces or street lanes / widening of pedestrian areas*

- Reallocating selected parking spaces and/or the lane(s) closest to curb-edge (typically a parking lane) to create a larger area for people to walk, bike or roll
- Could involve removal of parking and/or repurposing a travel lane for parking (i.e. on streets with two travel lanes, shift parking lane one-lane over, or relocate some parking to flanking streets)
- *Suggested Application:* commercial areas
- *Additional consideration:* could be introduced in combination with reduced speed limits to support pedestrian/cyclist safety

3.2 *Full reallocation of street to pedestrian/cycling use*

- Reallocating all lanes / street right-of-way to create a larger area for people to walk, bike or roll
- *Suggested Application:* designated greenways, bikeways, green links; other residential streets with high volumes of pedestrians or cyclists on or adjacent. Application should also consider presence/absence of parallel streets and lanes for servicing automobile needs
 - Not recommended for commercial areas or streets with transit or goods movement considerations UNLESS there are easily available alternatives.

3.3 *Shared (car/bike/pedestrian) streets (aka “woonerf” streets)*

- Allowance for all modes of travel to use street right-of-way
- Requires reduction in maximum allowable speed limits (currently 50km on arterials and 40km on residential streets) to ensure safe multi-modal use of streets
- *Suggested Application:* greenways, bikeways, green links that have a high proportion of garages fronting onto the street, or an absence of parallel laneways

3.4 *Converting two-way pedestrian/cycling routes to one-way*

- Intended to limit to/from traffic and minimize exposure as people pass by one-another
- *Suggested application:* Not currently being used in Vancouver; however some narrower pathways in parks or parts of the Seawall could be considered

3.5 *Signage, Markers, Barricades*

- Should be used to delimit safe queuing spaces, 2m zones, or reallocated lanes
- *Suggested Application:* all areas where street right-of-way is reallocated
- *Additional consideration:* Could involve potential use of community art

3.6 *On the Ground Support*

- Use of staff or volunteers to support awareness of/compliance with walk-bike only areas
- Currently being tested in City Parks with both Park Board Rangers and, more recently, the Park Board Champions program, which was initiated in April 4 “with approximately 25 recreation staff dressed in highly visible bright green vests safely engaging with members of the public. Their aim will be to make residents aware of the physical distancing directives.”³

3.7 *Enforcement through warnings and/or fines*

- Use of penalties to ensure that residents maintain proper physical distancing requirements
- Use of penalties to ensure car drivers do not idle – impacting pedestrian queues for restaurant shop and service access

4.0 WHERE: RECOMMENDED LOCATIONS AND KEY POLICY SUPPORTS

This section outlines potential locations for the creation of temporary walk/bike routes. Importantly, the City already has policies and programs that support a number of these interventions. These include:

- **Vancouver Greenways Plan (1995)** – which outlines “*a network of green paths for pedestrians and cyclists.*” The plan proposed an initial network of 14 greenways, totaling approximately 140km. Most of the greenways were on existing streets. The plan has been slowly implemented over the past few decades. Among the recent elements, include the Arbutus Greenway, the Comox-Helmcken Greenway, and the extension of the Seaside Greenway through Kitsilano and West Point Grey.
- **Vancouver Bikeways (various policies)** – for many decades the City has delivered an array of bike routes, including designated bike streets (lower volumes of car traffic, additional traffic calming), as well as separated bike lanes designed to encourage all-ages and abilities cycling.
- **Transportation 2040 (2012)** – provides a long-term framework for guiding transportation decisions in the city. Key chapters outline policies in support of walking, biking, transit, goods movement and automotive use
- **Complete Streets Policy Framework (2017)** – which aims to support the transportation needs of all residents, support all modes of travel, and “*ensure critical mobility and access functions are met.*”
- **Community Plans, Neighbourhood Visions, Station Area Plans, and Corridor Plans (various)** – a number of the City’s neighbourhood-scale policy documents set out specific directions related to the creation of wider sidewalks in commercial areas, pedestrian connections, shared streets, green links, and pedestrian safety. (Examples: Grandview-

³ Vancouver Board of Parks and Recreation. “Park Board launches Champions program to support physical distancing in parks, on beaches.” News Release. April 4, 2020.

Woodland Community Plan policy on shared spaces; DTES Local Area Plan policy to support pedestrian safety on Hastings, Powell, Cordova, and Prior/Venables Streets.

While the aforementioned policies provide considerable support for the reallocation of street right-of-way as part of the COVID-19 response. It is important to acknowledge that there are some gaps that remain. Where this policy gap occurs, we have noted this separately.

4.1 Recommended Pedestrian & Bike-only streets; supported through existing policies or programs

4.1.1 Designated city-wide greenways*

- Supporting Policy and/or example: City of Vancouver [Greenways Plan](#)
- Proposed Response: (1) Convert designated greenways to pedestrian only (or pedestrian and bike only if overlap with an existing designated bikeway); (2) Automotive traffic through parallel laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

* Where existing routes also serve as transit corridors, ensure continuity of public transportation

Map 1. City of Vancouver Greenways Plan

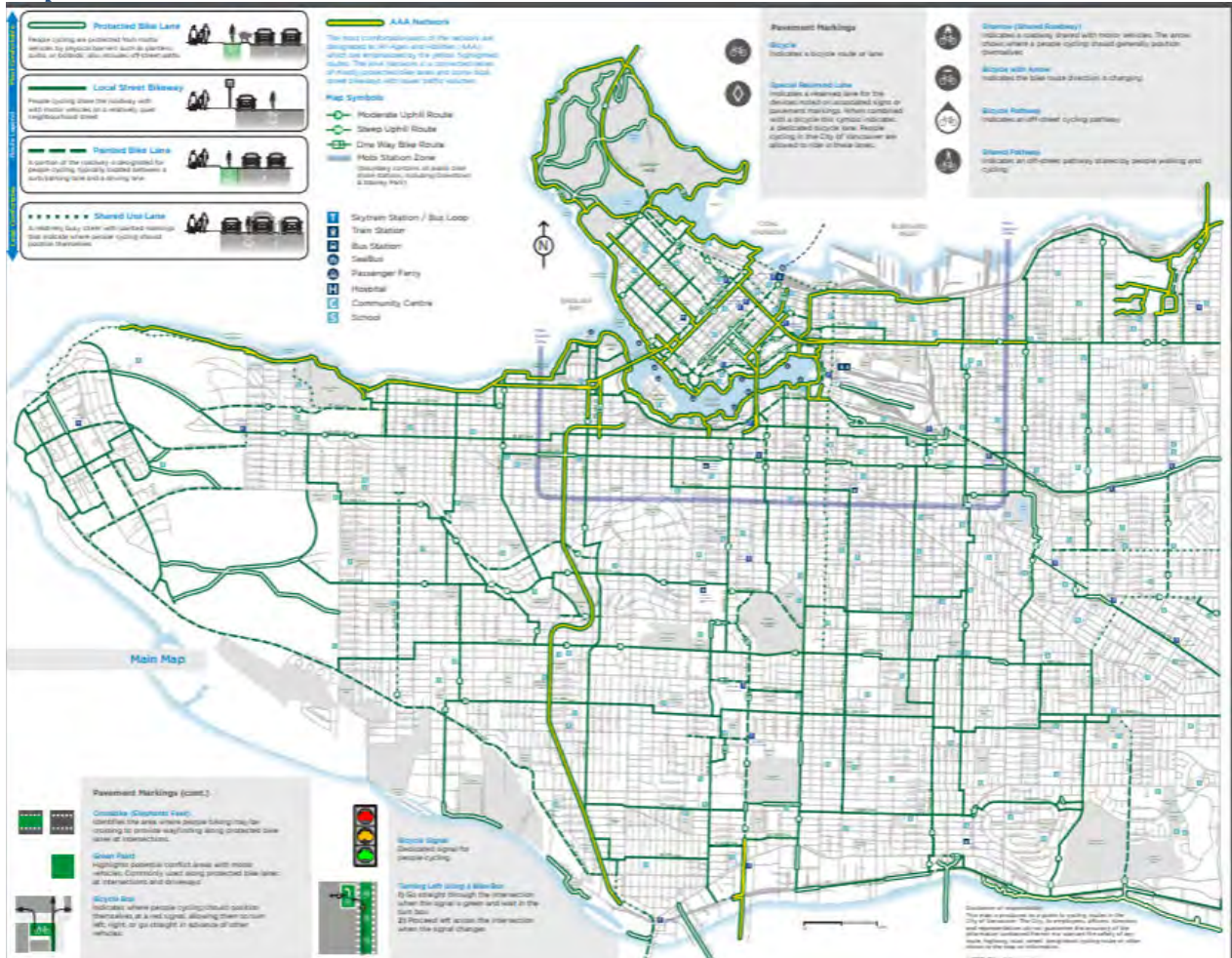


4.1.2 City-wide bike routes*

- *Supporting Policy and/or example:* Transportation 2040 Plan / Ontario Street bikeway (see Map 2 of route map)
- *Proposed Response:* (1) Convert to pedestrian and bike only; (2) automotive traffic via parallel laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

* Where existing routes also serve as transit corridors, ensure continuity of public transportation

Map 2. Vancouver bike routes



4.1.3 Neighbourhood specific greenways, pedestrian areas, and green links

- *Supporting Policy and/or example:* Community Plans, Neighbourhood Visions, Station Area Plans, Corridor Plans. (see e.g. Grandview-Woodland Community Plan, “Public Space & Public Life”)
- *Proposed Response:* (1) Convert to pedestrian only; or pedestrian and bike if on a designated bike route; (2) Automotive traffic through laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

4.1.4 Areas already being considered for “car-light” or “car-free”

- *Supporting Policy and/or example:* e.g. Gastown Complete Streets / Water Street
- *Proposed Response:* (1) Convert to pedestrian only, or pedestrian and bicycle access; (2) channel car traffic and/or goods movement through laneways and flanking streets (unless no lane present) (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

4.1.5 Existing temporary closures and street-to-plaza initiatives

- *Supporting Policy and/or example:* e.g. Bute and Robson; Cambie & W 18th; see also Viva Vancouver program
- *Proposed Response:* (1) Maintain as pedestrian only.

4.2 Recommended Pedestrian & Bike-only streets; no existing policies or programs

The intention of this category is to support neighbourhoods not otherwise covered by other categories of intervention.

4.2.1 Collector or arterial streets in residential neighbourhoods where there are significant volumes of pedestrians and cyclists

- *Example:* Beach Avenue, in order to safely accommodate the overflow of people walking and biking on the Seawall
- *Proposed Response:* (1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations).

4.2.2 Additional support for “middle street” approach in larger “superblock”* areas not covered by other policies

- *Example:* W 52nd (Angus to Heather) – note considerable distance to nearest greenway/bikeway
- *Proposed Response:* (1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations)

* The term “superblock” refers to the grid of smaller residential blocks that are bounded by larger arterial streets. The middle street approach refers to taking an east-west, or north-south (or both) street located roughly at the mid-point of this larger grid, and designating it for walk-bike use.



Lining up to access goods. Photo by Huub Zeeman (Flickr CC)

4.3 Recommended “tactical” interventions in commercial areas; pedestrian-only; no existing policies

This category calls out commercial areas in particular, and aims to balance a number of important objectives:

- Recognizing the role that key commercial destinations (e.g. grocery stores and restaurants) are playing as part of the COVID response – and the fact that they are generating high volumes of foot traffic and queuing
- Limited sidewalk width in many of these areas
- Varying road-widths
- Need to maintain vehicular access to these areas – for goods movement and service access, as well as employees and customers who require cars
- The role of many commercial streets as key transit routes
- The highly precarious nature of small business during the pandemic
- Neighbourhood specific safety and equity considerations, such as the role of commercial streets in the DTES

4.3.1 High Streets and commercial areas (“C” zoning and related); AND, Portions of flanking residential streets abutting key destination areas

- *Examples:* Commercial Drive; West 4th Ave; Robson Street
- *Proposed Response:* (1) Consider on a case-by-case basis. Focus on key destination areas; (2) Consider tactical removal of parking spots, parking lane reallocation and/or utilization of side streets for store queuing; (3) Consider reduction in maximum allowable traffic speeds for all non-emergency vehicles

4.4 *Streets recommended for continued or modified car-traffic*

While the focus of the present position paper is on identifying streets that might be converted to pedestrian and bike-only use, it is important to note that other types of vehicular access (in particular public transit, goods movement, emergency and civic service vehicles, transportation for people with mobility challenges) remain critically important during the COVID crisis.

To that end, the following recommendations relate to vehicular traffic access and traffic speeds on streets not covered by other recommendations.

4.4.1 **City-wide truck routes / Major Road Network (MRN)**

- *Proposed Response:* Maintain as is; support public transportation, goods movement

4.4.2 **Arterials (residential and industrial areas)**

- *Proposed Response:* (1) See 4.2 – Maintain of arterials “as is” with general intent to support channeling of automotive traffic on this higher volume, higher capacity streets. (Note separate opportunities for high streets and commercial areas.)

4.4.3 **Arterials (mixed use/commercial areas)**

- *Proposed Response:* (1) See 4.3 – Allow tactical interventions to reallocate road space on a case-by-case basis; (2) Consider reduction in traffic speeds for non-emergency vehicles.

4.4.4 **Collector Streets AND Residential streets not otherwise identified for pedestrian/bike-only**

- *Proposed Response:* (1) Maintain as is in order to channel car traffic and allow access to residential areas; (2) Consider reductions in max speed from 40km/hr to 30 or 20 km/hr.

4.4.5 **Residential and Commercial Laneways**

- *Proposed Response:* (1) Maintain as is where parallel streets are closed to car traffic; (2) provide access/egress for car traffic, service vehicles, and (in commercial areas) goods movement, loading and unloading.

5.0 **WHO – ROLES AND RESPONSIBILITIES**

To support the various interventions recommended in this document, different roles and responsibilities are proposed. Noting that there may be other stakeholders considered, the purpose of this section is mainly to acknowledge the potential contributions of both community members and business associations in helping to support walk-bike interventions.

5.1 **City of Vancouver (Engineering Services; Parks Board)**

- *Lead role:* delivering interventions on commercial streets, arterial and collector streets in residential areas, city-wide greenways and bikeways, areas already being considered for car-free and car-light;
- *Lead role in enabling:* smaller interventions via green links, block-level interventions on green streets through provision of materials, barriers, signage.

5.2 Community and neighbourhood groups

- *Supporting role:* where appropriate, assisting in the stewardship of block-length street closures on greenways, bikeways, and neighbourhood scale green links

5.3 Business Associations

- *Supporting role:* working with the City to ensure the appropriate locations and tactical responses for interventions in commercial areas, facilitating clear communication with businesses, and to support monitoring for program efficacy.

6.0 SUMMARY: RECOMMENDED INTERVENTIONS TO CREATE SAFE AND OPEN STREETS FOR WALKING AND BIKING

The purpose of this document is to support four key goals, or “Big Moves” related to the reallocation of road space for walk-bike only use. As noted in the introduction, these moves are intended to help residents and workers of Vancouver:

1. **Access Daily Needs** – by supporting safe access to goods and services in local commercial areas (including groceries, restaurants, and other items);
2. **Commute to/from places of employment** (i.e. shops, healthcare offices, other areas);
3. **Maintain Physical and Mental Health** – allowing for clear spaces to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where interventions will support at-risk populations and community members, and with a view to supporting universal access for those that require mobility supports.

As noted elsewhere in this document, many of the following recommendations overlap with one another. They are not intended to be mutually exclusive.

6.1 Accessing Daily Needs

	Type of Street	Intervention	Lead/Support
6.1.1	Commercial streets (all types) <i>See also: s. 6.4</i>	(1) Consider on a case-by-case basis. Focus on key destination areas; (2) Consider tactical removal of parking spots, parking lane reallocation and/or utilization of side streets for store queuing; (3) Consider reduction in maximum allowable traffic speeds for all non-emergency vehicles	Lead: City Support: BIAs and merchant associations, businesses
6.1.2	Flanking (side) streets	As above, to support overall safe queuing and access	<i>As above</i>

6.1.3	Commercial laneways	Maintain as is to support service vehicles, goods movement, loading and unloading.	<i>As above</i>
6.1.4	Areas being considered for car-lite/car-free	(1) Convert to <u>pedestrian</u> only, or pedestrian and bicycle access; (2) channel car traffic and/or goods movement through laneways and flanking streets (unless no lane present) (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block	<i>As above</i>
6.1.5	Existing temporary closures / street-to-plaza initiatives	In or adjacent to commercial areas: (1) Maintain as <u>pedestrian</u> only.	<i>As above</i>

6.2 Commuting to/from places of employment with active transportation

	Type of Street	Intervention	Lead/Support
6.2.1	Commercial streets	<i>As described in section 6.1</i>	Lead: City Support: BIAs and merchant associations, businesses
6.2.2	Flanking streets	<i>As described in section 6.1</i>	<i>As above</i>
6.2.3	Greenways, bikeways, other residential streets	<i>As described in section 6.3</i>	

6.3 Maintaining Physical and Mental Health

	Type of Street	Intervention	Lead/Support
6.3.1	Designated Greenways	(1) Convert designated greenways to <u>pedestrian</u> only (or <u>pedestrian and bike only</u> if overlap with an existing designated bikeway); (2) Automotive traffic through parallel	Lead: City Support: Community

		laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.	
6.3.2	Designated Bikeways	(1) Convert to <u>pedestrian and bike</u> only; (2) automotive traffic via parallel laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.	Lead: City Support: Community
6.3.3	Neighbourhood specific greenways and green links. <i>(As identified in Neighbourhood plans, Community Visions, etc.)</i>	(1) Convert to <u>pedestrian only</u> ; or <u>pedestrian and bike</u> if on a designated bike route; (2) Automotive traffic through laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.	Lead: City Support: Community
6.3.4	Collector or arterial streets, residential neighbourhoods , w/ high volumes of pedestrians & cyclists	(1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations).	Lead: City Support: Community
6.3.5	Residential streets in larger “superblock” areas not covered by other policies	(1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations)	Lead: City Support: Community

6.4 Address Neighbourhood and Mobility-based Equity

	Type of Street	Intervention	Lead/Support
6.4.1	Commercial streets in the DTES	<u>All</u> streets with two travel lanes: convert one travel lane to pedestrian/bike only	Lead: City Support: BIA; Community
6.4.2	Residential streets in the DTES	<u>All</u> streets with two travel lanes: convert one travel lane to pedestrian/bike only	Lead: City Support: BIA; Community
6.4.3	All street types in areas not covered by other recommendations	Where existing sidewalk width does not allow sufficient clear path: consider tactical interventions/lane re-allocation to support residents and workers who require mobility supports	Lead: City

7.0 Other Actions to Support Safe Walking & Biking

Several other actions can support the safe use of streets, sidewalks and pathways as part of the response to COVID-19. While not an exhaustive list, the following reflect key measures that have been used in other jurisdictions and could be used in Vancouver.

7.1 Adjusting Traffic Signals

- Automating Pedestrian Signals - reducing the need to touch public surfaces by automating traffic signals that are currently button-activated
- Converting low volume signals to four-way flashing red (i.e. four-way stop) to decrease pedestrian delay and avoid crowding on street corners

7.2 Adding Key Infrastructure to Support Hygiene

- Setting up additional hand-washing stations
- Using new walk/bike spaces for other infrastructure – such as mask dispensers?

7.3 Supporting Cycling

- Deactivating or Reducing Membership Fees for Bike Share Services (noting that this requires a hygiene related protocol to ensure that bikes are disinfected) - CHECK
- Ensuring people can still cycle by including cycling repair shops in the list of essential services



8.0 REFERENCES AND FURTHER READING:

[TO BE ADDED]

9.0 FOR MORE INFORMATION OR TO PROVIDE FEEDBACK

About the Vancouver Public Space Network (VPSN)

Founded in 2006, the VPSN is a registered non-profit that undertakes placemaking, research, and advocacy related to the city's public spaces.

The present document is a work in progress, and we welcome feedback on this document and the ideas contained herein.

Vancouver Public Space Network

E: info@vancouverpublicspace.ca

W: www.vancouverpublicspace.ca

T: @vpsn

From: "Dunlop, Emily" <emily.dunlop@vancouver.ca>

To: "Gould, Brian" <brian.gould@vancouver.ca>

"Plant, Sherwood" <sherwood.plant@vancouver.ca>

CC: "Gore, Amy" <amy.gore@vancouver.ca>

Date: 4/16/2020 12:42:14 PM

Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Attachments: VPSN - COVID-19 Reponse - Open and Safe Streets Proposal DRAFT April 6 2020.pdf
ATT00001.htm

Hey guys,

Did you get this through the channels at COV? Parks was sent this through our GM. I'm providing a basic response on behalf our GM (copied below FYI), but I'm assuming they sent this to the City and you'll be providing for your own response? Thoughts?

Dear _____

Thank you for the thoughtful and thorough report. Your concerns, ideas and suggestions are well taken and very timely. These considerations you list below have been top of mind for our leadership team.

As you may heard by now, the Vancouver Park Board has closed the ring roads and parking lots in Stanley Park to achieve these same goals and enable physical distancing of all users along the Seawall. This has been done in collaboration and with support from our colleagues at the City's Transportation Planning branch

By relocating cyclists from a 2.0m wide seawall to a 7.0m wide roadway, this has created significantly more space for cyclists on Stanley Park Drive, while also enabling more distance for pedestrians on the Seawall itself. Based on our observations over the Easer Long Weekend, pedestrians adopted a natural behavior of travelling counter clockwise and clock wise on the lower and upper walkways respectively, giving a wide gap between groups.

This continues well into the fabric of the City, as the east bound lanes of Beach Avenue stretching from Stanley Park down to Hornby Street, have also been closed and reserved for wheeled users, enabling pedestrians to spread out on the Seawall.

To date, we have received overwhelmingly positive reviews from users both online and in the Park. We agree with your sentiments below, that giving people this space has certainly helped with supporting our communities and their mental and physical health through this challenging time.

Using this model, there are multiple other waterfront areas being considered by the City in coordination with Parks. Re-designating road space and redirecting cyclists requires a substantial amount of planning, cross department collaboration and operational work to achieve successful results so we are working quickly, reviewing opportunities and addressing them in order of priority and concern.

Thank you for sharing your insights and expertise with this report. We will have our staff review it more closely in coordination with our colleagues at the City.

Kind regards,

From: Hutch, Dave

Sent: Friday, April 10, 2020 2:47 PM

To: Shearer, Doug; Dunlop, Emily

Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Is someone working on a response for GM?

From: Bromley, Malcolm

Sent: Monday, April 6, 2020 5:08 PM

To: Hutch, Dave

Subject: Fwd: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Malcolm Bromley

General Manager

Vancouver Board of Parks and Recreation

Begin forwarded message:

From: Paola Q <paola@vancouverpublicspace.ca>

Date: April 6, 2020 at 4:14:02 PM PDT

To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>

Subject: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

\u-257 ?**City of Vancouver security warning:** Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

We feel there are **four distinct and inter-related areas activities that need to be considered**. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza
Chair
[Vancouver Public Space Network](#)
604-365-6369

COVID-19 Response

Creating Safe and Open Streets in Vancouver

Vancouver Public Space Network | DRAFT POSITION PAPER v4 | April 2020

The COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes.

In response, several cities around the world have taken action to reallocate street space for pedestrian and cycling usage. The reallocation of street right-of-way involves taking road space normally allocated to cars and opening it for walking and biking. During normal times, street reallocation work – which goes by several names, including “open streets”, “road dieting”, “complete streets” – is an important means of re-balancing street design to ensure the safety and comfort of people using all modes of travel. Now, with the intense challenges imposed by coronavirus, this approach has become an even more important tool in supporting public safety. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

In sum, street reallocation is important because it helps to ensure safe physical distancing measures for residents and workers, enable mobility equity for key neighbourhoods and communities, and support to physical and mental health at a time when regular access to recreation is significantly compromised.

Among the cities that have taken proactive steps in this regard:

- **Denver**, has re-designating over 20km of street right-of-way for walking and biking use;
- **Minneapolis** has (to date) the largest North American street reallocation initiative underway, covering approximately 30km of partial and full open streets;
- **Bogota, Columbia** created over 75km of new temporary bike lanes to support cycling and walking;
- **Calgary** has been testing weekend road reallocations to help residents maintain social distance since late March;
- **Winnipeg** is encouraging safe walking and biking by closing four streets to car traffic;
- Other cities are discussing or implementing these sorts of strategies, including Toronto, Seattle, Portland, Philadelphia, and Minneapolis.

Here, in **Vancouver**, the City has (at the time of publication) only indicated that it is “considering” some similar measures, although no specifics have been provided. While some news articles and community advocates have focused on the need to support residents of the Downtown Eastside by closing Hastings Street to car traffic, or have directed attention to specific policy interventions such as the use of designated “green streets”, the present document takes a broader and more holistic perspective.

First, during the COVID-19 pandemic, **there is a critical need for the City of Vancouver – including elected officials and policy makers at City Hall and the Park Board - to show leadership in the reallocation of street right-of-way for pedestrians and cyclists *in order to keep residents and workers safe.***

Second, **there are four distinct and inter-related areas activities that need to be considered.** Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. These are focused on providing safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

With this in mind, the present document contains recommended approaches to **Creating Safe and Open Streets for Walking and Biking** in Vancouver. A first draft of this document was released on March 27, 2020, and this version has been revised based on the important feedback we received. We will continue to review and modify the document to reflect best practices around safe and open streets. **We welcome any constructive feedback you might have.** You can email us at info@vancouverpublicspace.ca .

A note on language

This document uses the terms *walk*, *walk and roll*, and *stroll* interchangeably to refer to walking with or without the use of mobility aids such as canes, scooters, and wheelchairs. *Bike*, *biking* and *cycling* are used to refer to travel by bike or e-bike. The intention of the document is to advance mobility solutions for all residents of the city, regardless of age or ability.



CONTENTS

This DRAFT Position Paper outlines the Vancouver Public Space Network's recommendations on converting key streets to Pedestrian or Pedestrian and Bike-only as part of the Response to COVID-19.

The document is divided into eight sections, as follows:

1. Introduction
2. Goals, Objectives and Priority Setting Intent
3. HOW: Tactics for Creating Safe and Open Streets to Support Walking and Biking
4. WHERE: Recommended locations and key policy supports
5. WHO: Roles and Responsibilities
6. SUMMARY: Recommended Interventions to Create Safe and Open Streets for Walking & Biking
7. Other Actions to Support Safe Walking and Biking
8. References and Further Reading

1.0 INTRODUCTION

1.1 *The Changing Use of Sidewalks and Pathways*

People use Vancouver's streets, sidewalks and pathways for a variety of reasons: to commute to work, to walk to and from the grocery store, to play, to hang out with friends, family and loved ones, to sell goods, to busk, to watch other people, to get fresh air and exercise. In many parts of the city, people also use these public spaces because they have little other choice because of their housing or economic circumstances.

The COVID-19 pandemic, which first appeared in Vancouver in late January, has shifted thinking and behavior around the safe use of these spaces, and about the sorts of everyday activities mentioned above. For some, the use of sidewalks for commuting has been reduced, while for others, the need for clear sidewalks to get to/from front line work has never need been more acute. For others, the loss of typical recreation activities has meant an increasing need to use pathways to stay healthy. Other everyday activities – public gatherings, markets, secondary economy (informal vending), etc. have been subject to restrictions and limitations.

The public space challenges posed by COVID-19 affect Vancouver’s communities and neighbourhoods in very different ways. Where the aforementioned challenges can be met with varying levels of ease for those with resources and supports in place, this is not the case everywhere. In neighbourhoods where residents are burdened with poverty and the compound challenges that it brings (including survival economics, reduced or non-existent housing, addictions and mental health challenges, and limited parks and open space), the ability to adjust in response to coronavirus is proving to be acutely difficult.

1.2 The Need to Respond to Key Challenges

COVID-19 is creating unanticipated impacts and strain on Vancouver’s pedestrian infrastructure. Among the key challenges:

- Standard sidewalk widths on residential streets, or clear path (or “through zone”) widths on downtown streets vary in size,¹ but are almost always narrower than the 2m physical distancing protocol recommended by Health Authorities. This means that two people passing one another are unable to do so safely;
- The lack of safe distancing opportunities poses compound challenges (1) for people with mobility aids, and/or (2) where stopping, queuing or lingering of other sorts is taking place;
- There is a limited amount of public space per capita in higher density neighbourhoods – including an acute shortage of public space in neighbourhoods like the DTES. This means that areas like Hastings Street continue to see an overflow of people gathering in close proximity to one another;
- Residents and workers continue to need goods and services from commercial areas, and there is an additional need to support businesses; however limited sidewalk space often results in unsafe queuing in front of shops;
- Many popular pedestrian pathways – including areas of the Seawall – have limited space to accommodate high volumes of people who are walking for recreational purposes. While some enforcement measures are in place (currently, bylaw officers are issuing warnings and potential fines may be forthcoming), the overall problem will likely continue to increase as the weather improves;
- Alternative streets (e.g. greenways, bikeways, and other active transportation routes) despite being designated for walk/bike priority do not typically manifest this set of priorities in the actual allocation of street R-O-W. Where this does place, it is done in an inconsistent fashion. Signage and other measures may support walking and biking in a

¹ The City’s recently updated Engineering Design Manual (2019) recommends a minimum width of 1.8m on local streets in single family and multifamily residential neighbourhoods, a minimum of 2.1m on collector or arterial streets in multifamily neighbourhoods, and 2.4m any street type in commercial areas. However, these are new minimums, and do not reflect the “on the ground” reality in many areas of Vancouver. See p. 214.

nominative fashion, but the actual designation of roadway remains disproportionately focused on car traffic;

- In many parts of the city, residents and workers have started to walk on streets already to ensure safe physical distancing; however, there have been no measures to reduce car traffic or speed limits – which left unaddressed poses further safety risks

2.0 GOALS, OBJECTIVES, PRIORITY SETTING INTENT

2.1 *Four Big Moves*

In responding to the challenging and unprecedented implications of COVID-19, the **purpose of this document is to support four key goals, or “Big Moves”** related to the reallocation of road space for walk-bike only use. These are intended to help residents and workers of Vancouver:

1. **Access Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commute to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintain Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

Combined, these four goals support near-term and temporary enhancements to the pedestrian and cycling network to provide improved accessibility, mobility, and recreation opportunities for people trying to get the goods they need, get to, from, and around the city, and get healthy during COVID-19.

While the goals are *connected*, they are not the same. Each goal responds to different and important needs that are presently manifested in neighbourhoods around the city. Each goal will also require different interventions and tactics to ensure success. Further, each is (or will be) supported, to greater or lesser degree by different policies and actors.

2.2 *Objectives*

The specific objectives of the present proposal are built around the idea of keeping Vancouver residents healthy during COVID-19 – with a specific view to ensuring the safe use of sidewalks, streets and pathways. In particular, the recommendations aim to

- **Support health authority protocols** around maintaining a minimum 2m physical distancing;
- **Ensure the allocation of an appropriate amount of public space and street right-of-way to people walking and biking** in order to achieve the key goals of accessing daily needs, commuting, maintaining health, and addressing equity concerns;

- **Provide a mechanism to prioritize areas and communities with significant need** – including (1) high-traffic destinations, (2) neighbourhoods with high population densities and (3) neighbourhoods with a lower than average amount of existing public space;
- **Promote the concept of mobility and spatial equity** to ensure that neighbourhoods and communities (and in particular areas and communities of that are most at-risk) are treated fairly and justly;
- **Where appropriate, to assist elected officials and policy makers in grounding these interventions using existing City of Vancouver policies and programs** as a guide.

2.3 *Guiding Considerations for Priority Setting*

The following considerations should be used to prioritize “open street” interventions. Categories are often overlapping, and it is recommended that the highest priority should be given to interventions on streets and pathways that meet multiple considerations. The overall intent is to **balance the goals and objectives as fairly as possible and to ensure an equitable distribution of walk/bike only areas across the city.**

Give PRIORITY consideration to delivering pedestrian/bike only interventions in

1. Areas that will not impede emergency access or the delivery of emergency services;
2. Areas with high amounts of pedestrian traffic and queuing (e.g. key destination sites – e.g. grocery stores, key service providers, etc.);
3. Neighbourhoods with reduced provision of parks and open space²;
4. High-density neighbourhoods – in particular, apartment-zoned areas downtown and elsewhere in the city
5. Neighbourhoods with high populations of at-risk and/or equity seeking communities. (Note: ensure a broad approach to understanding equity).
6. In areas where sidewalk widths are especially challenging for people who require the use of mobility aids (e.g. scooters, strollers, etc.);

The Downtown Eastside as an Area of Focus

As part of the City’s COVID-19 response, the DTES has been identified as an area of highest priority. This document supports that approach. Many of the considerations around sidewalk usage outlined in these pages are found in acute fashion within the DTES – limited existing public space, higher-density residential housing (often with extremely small suites, significant sidewalk queuing and levels of other sidewalk activity. These considerations are further impacted by complex and overlapping challenges related to low income, mental health and addictions, housing instability, and health and well-being disparities.

² Consider the use of Open Space per Capita and/or Access to Parks & Open Space metrics to assess.

3.0 HOW: TACTICS FOR CREATING SAFE AND OPEN STREETS TO SUPPORT WALKING AND BIKING

There are a number of specific measures that might be introduced. This section outlines key considerations on how street reallocations might take place. The subsequent two sections focus more closely on potential locations (s 4.0) for street reallocation, and the responsible parties (s. 5.0) that can ensure the success of interventions of this sort. Section 6.0 summarizes these in the context of the four key goals outlined in the introduction.

Importantly, the various options outlined here are not mutually exclusive and can be used in combination with one another. (For example, support for safe queuing at a busy arterial-facing grocery store could involve reallocating the parking lane in front of the store [3.1] and closing down the flanking street [3.2], along with appropriate signage and markers [3.5])

3.1 *Partial reallocation of parking spaces or street lanes / widening of pedestrian areas*

- Reallocating selected parking spaces and/or the lane(s) closest to curb-edge (typically a parking lane) to create a larger area for people to walk, bike or roll
- Could involve removal of parking and/or repurposing a travel lane for parking (i.e. on streets with two travel lanes, shift parking lane one-lane over, or relocate some parking to flanking streets)
- *Suggested Application:* commercial areas
- *Additional consideration:* could be introduced in combination with reduced speed limits to support pedestrian/cyclist safety

3.2 *Full reallocation of street to pedestrian/cycling use*

- Reallocating all lanes / street right-of-way to create a larger area for people to walk, bike or roll
- *Suggested Application:* designated greenways, bikeways, green links; other residential streets with high volumes of pedestrians or cyclists on or adjacent. Application should also consider presence/absence of parallel streets and lanes for servicing automobile needs
 - Not recommended for commercial areas or streets with transit or goods movement considerations UNLESS there are easily available alternatives.

3.3 *Shared (car/bike/pedestrian) streets (aka “woonerf” streets)*

- Allowance for all modes of travel to use street right-of-way
- Requires reduction in maximum allowable speed limits (currently 50km on arterials and 40km on residential streets) to ensure safe multi-modal use of streets
- *Suggested Application:* greenways, bikeways, green links that have a high proportion of garages fronting onto the street, or an absence of parallel laneways

3.4 *Converting two-way pedestrian/cycling routes to one-way*

- Intended to limit to/from traffic and minimize exposure as people pass by one-another
- *Suggested application:* Not currently being used in Vancouver; however some narrower pathways in parks or parts of the Seawall could be considered

3.5 *Signage, Markers, Barricades*

- Should be used to delimit safe queuing spaces, 2m zones, or reallocated lanes
- *Suggested Application:* all areas where street right-of-way is reallocated
- *Additional consideration:* Could involve potential use of community art

3.6 *On the Ground Support*

- Use of staff or volunteers to support awareness of/compliance with walk-bike only areas
- Currently being tested in City Parks with both Park Board Rangers and, more recently, the Park Board Champions program, which was initiated in April 4 “with approximately 25 recreation staff dressed in highly visible bright green vests safely engaging with members of the public. Their aim will be to make residents aware of the physical distancing directives.”³

3.7 *Enforcement through warnings and/or fines*

- Use of penalties to ensure that residents maintain proper physical distancing requirements
- Use of penalties to ensure car drivers do not idle – impacting pedestrian queues for restaurant shop and service access

4.0 WHERE: RECOMMENDED LOCATIONS AND KEY POLICY SUPPORTS

This section outlines potential locations for the creation of temporary walk/bike routes. Importantly, the City already has policies and programs that support a number of these interventions. These include:

- **Vancouver Greenways Plan (1995)** – which outlines “*a network of green paths for pedestrians and cyclists.*” The plan proposed an initial network of 14 greenways, totaling approximately 140km. Most of the greenways were on existing streets. The plan has been slowly implemented over the past few decades. Among the recent elements, include the Arbutus Greenway, the Comox-Helmcken Greenway, and the extension of the Seaside Greenway through Kitsilano and West Point Grey.
- **Vancouver Bikeways (various policies)** – for many decades the City has delivered an array of bike routes, including designated bike streets (lower volumes of car traffic, additional traffic calming), as well as separated bike lanes designed to encourage all-ages and abilities cycling.
- **Transportation 2040 (2012)** – provides a long-term framework for guiding transportation decisions in the city. Key chapters outline policies in support of walking, biking, transit, goods movement and automotive use
- **Complete Streets Policy Framework (2017)** – which aims to support the transportation needs of all residents, support all modes of travel, and “*ensure critical mobility and access functions are met.*”
- **Community Plans, Neighbourhood Visions, Station Area Plans, and Corridor Plans (various)** – a number of the City’s neighbourhood-scale policy documents set out specific directions related to the creation of wider sidewalks in commercial areas, pedestrian connections, shared streets, green links, and pedestrian safety. (Examples: Grandview-

³ Vancouver Board of Parks and Recreation. “Park Board launches Champions program to support physical distancing in parks, on beaches.” News Release. April 4, 2020.

Woodland Community Plan policy on shared spaces; DTES Local Area Plan policy to support pedestrian safety on Hastings, Powell, Cordova, and Prior/Venables Streets.

While the aforementioned policies provide considerable support for the reallocation of street right-of-way as part of the COVID-19 response. It is important to acknowledge that there are some gaps that remain. Where this policy gap occurs, we have noted this separately.

4.1 Recommended Pedestrian & Bike-only streets; supported through existing policies or programs

4.1.1 Designated city-wide greenways*

- Supporting Policy and/or example: City of Vancouver [Greenways Plan](#)
- Proposed Response: (1) Convert designated greenways to pedestrian only (or pedestrian and bike only if overlap with an existing designated bikeway); (2) Automotive traffic through parallel laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

* Where existing routes also serve as transit corridors, ensure continuity of public transportation

Map 1. City of Vancouver Greenways Plan

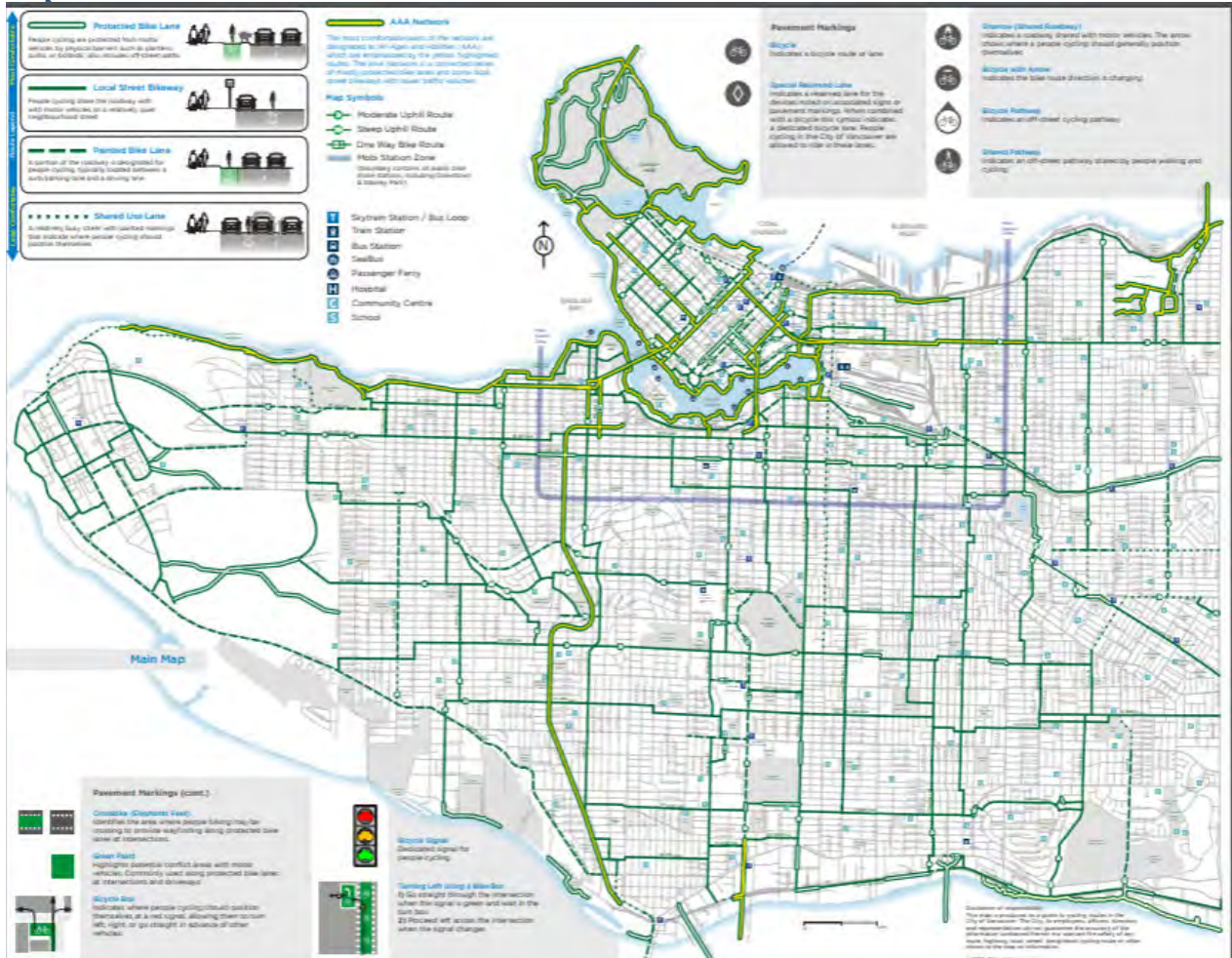


4.1.2 City-wide bike routes*

- *Supporting Policy and/or example:* Transportation 2040 Plan / Ontario Street bikeway (see Map 2 of route map)
- *Proposed Response:* (1) Convert to pedestrian and bike only; (2) automotive traffic via parallel laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

* Where existing routes also serve as transit corridors, ensure continuity of public transportation

Map 2. Vancouver bike routes



4.1.3 Neighbourhood specific greenways, pedestrian areas, and green links

- *Supporting Policy and/or example:* Community Plans, Neighbourhood Visions, Station Area Plans, Corridor Plans. (see e.g. Grandview-Woodland Community Plan, “Public Space & Public Life”)
- *Proposed Response:* (1) Convert to pedestrian only; or pedestrian and bike if on a designated bike route; (2) Automotive traffic through laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

4.1.4 Areas already being considered for “car-light” or “car-free”

- *Supporting Policy and/or example:* e.g. Gastown Complete Streets / Water Street
- *Proposed Response:* (1) Convert to pedestrian only, or pedestrian and bicycle access; (2) channel car traffic and/or goods movement through laneways and flanking streets (unless no lane present) (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.

4.1.5 Existing temporary closures and street-to-plaza initiatives

- *Supporting Policy and/or example:* e.g. Bute and Robson; Cambie & W 18th; see also Viva Vancouver program
- *Proposed Response:* (1) Maintain as pedestrian only.

4.2 Recommended Pedestrian & Bike-only streets; no existing policies or programs

The intention of this category is to support neighbourhoods not otherwise covered by other categories of intervention.

4.2.1 Collector or arterial streets in residential neighbourhoods where there are significant volumes of pedestrians and cyclists

- *Example:* Beach Avenue, in order to safely accommodate the overflow of people walking and biking on the Seawall
- *Proposed Response:* (1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations).

4.2.2 Additional support for “middle street” approach in larger “superblock”* areas not covered by other policies

- *Example:* W 52nd (Angus to Heather) – note considerable distance to nearest greenway/bikeway
- *Proposed Response:* (1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations)

* The term “superblock” refers to the grid of smaller residential blocks that are bounded by larger arterial streets. The middle street approach refers to taking an east-west, or north-south (or both) street located roughly at the mid-point of this larger grid, and designating it for walk-bike use.



Lining up to access goods. Photo by Huub Zeeman (Flickr CC)

4.3 Recommended “tactical” interventions in commercial areas; pedestrian-only; no existing policies

This category calls out commercial areas in particular, and aims to balance a number of important objectives:

- Recognizing the role that key commercial destinations (e.g. grocery stores and restaurants) are playing as part of the COVID response – and the fact that they are generating high volumes of foot traffic and queuing
- Limited sidewalk width in many of these areas
- Varying road-widths
- Need to maintain vehicular access to these areas – for goods movement and service access, as well as employees and customers who require cars
- The role of many commercial streets as key transit routes
- The highly precarious nature of small business during the pandemic
- Neighbourhood specific safety and equity considerations, such as the role of commercial streets in the DTES

4.3.1 High Streets and commercial areas (“C” zoning and related); AND, Portions of flanking residential streets abutting key destination areas

- *Examples:* Commercial Drive; West 4th Ave; Robson Street
- *Proposed Response:* (1) Consider on a case-by-case basis. Focus on key destination areas; (2) Consider tactical removal of parking spots, parking lane reallocation and/or utilization of side streets for store queuing; (3) Consider reduction in maximum allowable traffic speeds for all non-emergency vehicles

4.4 *Streets recommended for continued or modified car-traffic*

While the focus of the present position paper is on identifying streets that might be converted to pedestrian and bike-only use, it is important to note that other types of vehicular access (in particular public transit, goods movement, emergency and civic service vehicles, transportation for people with mobility challenges) remain critically important during the COVID crisis.

To that end, the following recommendations relate to vehicular traffic access and traffic speeds on streets not covered by other recommendations.

4.4.1 **City-wide truck routes / Major Road Network (MRN)**

- *Proposed Response:* Maintain as is; support public transportation, goods movement

4.4.2 **Arterials (residential and industrial areas)**

- *Proposed Response:* (1) See 4.2 – Maintain of arterials “as is” with general intent to support channeling of automotive traffic on this higher volume, higher capacity streets. (Note separate opportunities for high streets and commercial areas.)

4.4.3 **Arterials (mixed use/commercial areas)**

- *Proposed Response:* (1) See 4.3 – Allow tactical interventions to reallocate road space on a case-by-case basis; (2) Consider reduction in traffic speeds for non-emergency vehicles.

4.4.4 **Collector Streets AND Residential streets not otherwise identified for pedestrian/bike-only**

- *Proposed Response:* (1) Maintain as is in order to channel car traffic and allow access to residential areas; (2) Consider reductions in max speed from 40km/hr to 30 or 20 km/hr.

4.4.5 **Residential and Commercial Laneways**

- *Proposed Response:* (1) Maintain as is where parallel streets are closed to car traffic; (2) provide access/egress for car traffic, service vehicles, and (in commercial areas) goods movement, loading and unloading.

5.0 **WHO – ROLES AND RESPONSIBILITIES**

To support the various interventions recommended in this document, different roles and responsibilities are proposed. Noting that there may be other stakeholders considered, the purpose of this section is mainly to acknowledge the potential contributions of both community members and business associations in helping to support walk-bike interventions.

5.1 **City of Vancouver (Engineering Services; Parks Board)**

- *Lead role:* delivering interventions on commercial streets, arterial and collector streets in residential areas, city-wide greenways and bikeways, areas already being considered for car-free and car-light;
- *Lead role in enabling:* smaller interventions via green links, block-level interventions on green streets through provision of materials, barriers, signage.

5.2 Community and neighbourhood groups

- *Supporting role:* where appropriate, assisting in the stewardship of block-length street closures on greenways, bikeways, and neighbourhood scale green links

5.3 Business Associations

- *Supporting role:* working with the City to ensure the appropriate locations and tactical responses for interventions in commercial areas, facilitating clear communication with businesses, and to support monitoring for program efficacy.

6.0 SUMMARY: RECOMMENDED INTERVENTIONS TO CREATE SAFE AND OPEN STREETS FOR WALKING AND BIKING

The purpose of this document is to support four key goals, or “Big Moves” related to the reallocation of road space for walk-bike only use. As noted in the introduction, these moves are intended to help residents and workers of Vancouver:

1. **Access Daily Needs** – by supporting safe access to goods and services in local commercial areas (including groceries, restaurants, and other items);
2. **Commute to/from places of employment** (i.e. shops, healthcare offices, other areas);
3. **Maintain Physical and Mental Health** – allowing for clear spaces to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where interventions will support at-risk populations and community members, and with a view to supporting universal access for those that require mobility supports.

As noted elsewhere in this document, many of the following recommendations overlap with one another. They are not intended to be mutually exclusive.

6.1 Accessing Daily Needs

	Type of Street	Intervention	Lead/Support
6.1.1	Commercial streets (all types) <i>See also: s. 6.4</i>	(1) Consider on a case-by-case basis. Focus on key destination areas; (2) Consider tactical removal of parking spots, parking lane reallocation and/or utilization of side streets for store queuing; (3) Consider reduction in maximum allowable traffic speeds for all non-emergency vehicles	Lead: City Support: BIAs and merchant associations, businesses
6.1.2	Flanking (side) streets	As above, to support overall safe queuing and access	<i>As above</i>

6.1.3	Commercial laneways	Maintain as is to support service vehicles, goods movement, loading and unloading.	<i>As above</i>
6.1.4	Areas being considered for car-lite/car-free	(1) Convert to <u>pedestrian</u> only, or pedestrian and bicycle access; (2) channel car traffic and/or goods movement through laneways and flanking streets (unless no lane present) (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block	<i>As above</i>
6.1.5	Existing temporary closures / street-to-plaza initiatives	In or adjacent to commercial areas: (1) Maintain as <u>pedestrian</u> only.	<i>As above</i>

6.2 *Commuting to/from places of employment with active transportation*

	Type of Street	Intervention	Lead/Support
6.2.1	Commercial streets	<i>As described in section 6.1</i>	Lead: City Support: BIAs and merchant associations, businesses
6.2.2	Flanking streets	<i>As described in section 6.1</i>	<i>As above</i>
6.2.3	Greenways, bikeways, other residential streets	<i>As described in section 6.3</i>	

6.3 *Maintaining Physical and Mental Health*

	Type of Street	Intervention	Lead/Support
6.3.1	Designated Greenways	(1) Convert designated greenways to <u>pedestrian</u> only (or <u>pedestrian and bike only</u> if overlap with an existing designated bikeway); (2) Automotive traffic through parallel	Lead: City Support: Community

		laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.	
6.3.2	Designated Bikeways	(1) Convert to <u>pedestrian and bike</u> only; (2) automotive traffic via parallel laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.	Lead: City Support: Community
6.3.3	Neighbourhood specific greenways and green links. <i>(As identified in Neighbourhood plans, Community Visions, etc.)</i>	(1) Convert to <u>pedestrian only</u> ; or <u>pedestrian and bike</u> if on a designated bike route; (2) Automotive traffic through laneways only (unless no lane present); (3) Where no parallel lane present, automotive traffic with reduced speed and/or local access for residents of each block.	Lead: City Support: Community
6.3.4	Collector or arterial streets, residential neighbourhoods , w/ high volumes of pedestrians & cyclists	(1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations).	Lead: City Support: Community
6.3.5	Residential streets in larger “superblock” areas not covered by other policies	(1) Consider on a case-by-case basis (potentially through neighbourhood petition, community input, or crowd-sourced locations)	Lead: City Support: Community

6.4 Address Neighbourhood and Mobility-based Equity

	Type of Street	Intervention	Lead/Support
6.4.1	Commercial streets in the DTES	<u>All</u> streets with two travel lanes: convert one travel lane to pedestrian/bike only	Lead: City Support: BIA; Community
6.4.2	Residential streets in the DTES	<u>All</u> streets with two travel lanes: convert one travel lane to pedestrian/bike only	Lead: City Support: BIA; Community
6.4.3	All street types in areas not covered by other recommendations	Where existing sidewalk width does not allow sufficient clear path: consider tactical interventions/lane re-allocation to support residents and workers who require mobility supports	Lead: City

7.0 Other Actions to Support Safe Walking & Biking

Several other actions can support the safe use of streets, sidewalks and pathways as part of the response to COVID-19. While not an exhaustive list, the following reflect key measures that have been used in other jurisdictions and could be used in Vancouver.

7.1 Adjusting Traffic Signals

- Automating Pedestrian Signals - reducing the need to touch public surfaces by automating traffic signals that are currently button-activated
- Converting low volume signals to four-way flashing red (i.e. four-way stop) to decrease pedestrian delay and avoid crowding on street corners

7.2 Adding Key Infrastructure to Support Hygiene

- Setting up additional hand-washing stations
- Using new walk/bike spaces for other infrastructure – such as mask dispensers?

7.3 Supporting Cycling

- Deactivating or Reducing Membership Fees for Bike Share Services (noting that this requires a hygiene related protocol to ensure that bikes are disinfected) - CHECK
- Ensuring people can still cycle by including cycling repair shops in the list of essential services



8.0 REFERENCES AND FURTHER READING:

[TO BE ADDED]

9.0 FOR MORE INFORMATION OR TO PROVIDE FEEDBACK

About the Vancouver Public Space Network (VPSN)

Founded in 2006, the VPSN is a registered non-profit that undertakes placemaking, research, and advocacy related to the city's public spaces.

The present document is a work in progress, and we welcome feedback on this document and the ideas contained herein.

Vancouver Public Space Network

E: info@vancouverpublicspace.ca

W: www.vancouverpublicspace.ca

T: @vpsn

From: "Hutch, Dave" <dave.hutch@vancouver.ca>
To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>
"Shearer, Doug" <Doug.Shearer@vancouver.ca>
Date: 4/21/2020 5:13:28 PM
Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Great response - thx

Dave Hutch | Director, Planning and Park Development
Vancouver Board of Parks and Recreation

From: Park Board GM's Office
Sent: Tuesday, April 21, 2020 3:04 PM
To: Paola Q
Cc: Bromley, Malcolm
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Dear Paola,

Thank you for the thoughtful and thorough report. Your concerns, ideas and suggestions are well taken and very timely. These considerations you list below have been top of mind for our leadership team.

As you may heard by now, the Vancouver Park Board has closed the roads and parking lots in Stanley Park to enable physical distancing of all users along the Seawall and achieve these same goals you outline. This significant operational undertaking has been done with support from, and in collaboration with, our colleagues at the City's Transportation Planning branch.

Relocating cyclists from a 2.0m wide seawall to a 7.0m wide roadway has created significantly more space for cyclists on Stanley Park Drive, while also enabling more distance for pedestrians on the Seawall itself. Based on our observations over the Easter Long Weekend, pedestrians have naturally adopted behaviors supportive of physical distancing. Pedestrians are travelling around the Park counter-clockwise on the lower path, and clockwise on the upper path, giving a wide gap between groups.

Designated road space for cyclists now continues well into the fabric of the City, as the east bound lanes of Beach Avenue stretching from Stanley Park down to Hornby Street, have also been closed and reserved for wheeled users, enabling pedestrians to spread out on the Seawall.

Using this model and in collaboration with City of Vancouver Engineering Services (whom have jurisdiction over city street rights of way) we are looking at other opportunities as staff time permits and will let you know if there are further developments on this front.

To date, we have received overwhelmingly positive reviews from users both online and in the Park. We agree with your sentiments below, that giving people this space has certainly helped with supporting our communities and their mental and physical health through this challenging time.

Thank you for sharing your insights and expertise with this report. We will have our staff review it more closely in coordination with our colleagues at the City.

Kind regards,

Malcolm Bromley
General Manager, Vancouver Park Board

From: Paola Q [mailto:paola@vancouverpublicspace.ca]
Sent: Monday, April 6, 2020 4:14 PM
To: Bromley, Malcolm
Subject: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

We feel there are **four distinct and inter-related areas activities that need to be considered**. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza
Chair
[Vancouver Public Space Network](#)
604-365-6369

From: "Plant, Sherwood" <Sherwood.Plant@vancouver.ca>
To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>
"Gould, Brian" <Brian.Gould@vancouver.ca>
CC: "Gore, Amy" <Amy.Gore@vancouver.ca>
Date: 4/16/2020 2:34:09 PM
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

For sure.

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 2:34 PM
To: Plant, Sherwood; Gould, Brian
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Hi Sherwood,

Can Amy and I give you a call at 3pm to chat?

Thanks,
Emily

From: Plant, Sherwood
Sent: Thursday, April 16, 2020 2:31 PM
To: Gould, Brian; Dunlop, Emily
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Emily, are you comfortable with the plan for the weekend, and any changes we make lead into next week?

We're currently proposing a simple local traffic only condition with some removed parking. Effectively a scaled down version of CoL nights. We are not actively encouraging pedestrians onto on-street paths or on-street at this time.

Sherwood

From: Gould, Brian
Sent: Thursday, April 16, 2020 2:19 PM
To: Dunlop, Emily; Plant, Sherwood
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

I would be happy to discuss Kits at your convenience, as long as we don't try make any day-before-the-weekend decisions this time ☺ Will also be interesting to see whether what we're putting in place (resumption of enforcement, stripping parkside parking, local traffic only) has any discernable effect.

For SEFC, I unfortunately am not hearing anything back from upper management, so we can either discuss the hypothetical or wait to hear what parts of the scope they might be willing to support.

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 2:14 PM
To: Gould, Brian; Plant, Sherwood
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Okay I see [redacted] missed that part. This all makes sense now.

So looks like we will be helping you guys with the two sites you had in mind (Vanier, Kits and SEFC) but we might bring on one of our colleagues who knows those sites very well. Let us know when/if we should connect.

From: Gould, Brian
Sent: Thursday, April 16, 2020 1:25 PM
To: Dunlop, Emily; Plant, Sherwood
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Yes, PFA what Lon and Paul had sent.

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 12:42 PM
To: Gould, Brian; Plant, Sherwood
Cc: Gore, Amy
Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Hey guys,

Did you get this through the channels at COV? Parks was sent this through our GM. [redacted] providing a basic response on behalf our GM (copied below FYI), but [redacted] assuming they sent this to the City and you [redacted] be providing for your own response? Thoughts?

Dear _____

Thank you for the thoughtful and thorough report. Your concerns, ideas and suggestions are well taken and very timely. These considerations you list below have been top of mind for our leadership team.

As you may heard by now, the Vancouver Park Board has closed the ring roads and parking lots in Stanley Park to achieve these same goals and enable physical distancing of all users along the Seawall. This has been done in collaboration and with support from our colleagues at the City's Transportation Planning branch

By relocating cyclists from a 2.0m wide seawall to a 7.0m wide roadway, this has created significantly more space for cyclists on Stanley Park Drive, while also enabling more distance for pedestrians on the Seawall itself. Based on our observations over the Easer Long Weekend, pedestrians adopted a natural behavior of travelling counter clockwise and clock wise on the lower and upper walkways respectively, giving a wide gap between groups.

This continues well into the fabric of the City, as the east bound lanes of Beach Avenue stretching from Stanley Park down to Hornby Street, have also been closed and reserved for wheeled users, enabling pedestrians to spread out on the Seawall.

To date, we have received overwhelmingly positive reviews from users both online and in the Park. We agree with your sentiments below, that giving people this space has certainly helped with supporting our communities and their mental and physical health through this challenging time.

Using this model, there are multiple other waterfront areas being considered by the City in coordination with Parks. Re-designating road space and redirecting cyclists requires a substantial amount of planning, cross department collaboration and operational work to achieve successful results so we are working quickly, reviewing opportunities and addressing them in order of priority and concern.

Thank you for sharing your insights and expertise with this report. We will have our staff review it more closely in coordination with our colleagues at the City.

Kind regards,

From: Hutch, Dave
Sent: Friday, April 10, 2020 2:47 PM
To: Shearer, Doug; Dunlop, Emily
Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Is someone working on a response for GM?

From: Bromley, Malcolm
Sent: Monday, April 6, 2020 5:08 PM
To: Hutch, Dave
Subject: Fwd: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Malcolm Bromley
General Manager
Vancouver Board of Parks and Recreation

Begin forwarded message:

From: Paola Q <paola@vancouverpublicspace.ca>
Date: April 6, 2020 at 4:14:02 PM PDT
To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>
Subject: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

\u-257 ?**City of Vancouver security warning:** Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

We feel there are **four distinct and inter-related areas activities that need to be considered**. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike

routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;

4. Address Neighbourhood and Mobility-based Equity Considerations – by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza
Chair
[Vancouver Public Space Network](#)
604-365-6369

From: "Gould, Brian" <Brian.Gould@vancouver.ca>

To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>

"Plant, Sherwood" <Sherwood.Plant@vancouver.ca>

CC: "Gore, Amy" <Amy.Gore@vancouver.ca>

Date: 4/16/2020 1:24:53 PM

Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Attachments: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network.msg

Yes, PFA what Lon and Paul had sent.

From: Dunlop, Emily

Sent: Thursday, April 16, 2020 12:42 PM

To: Gould, Brian; Plant, Sherwood

Cc: Gore, Amy

Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Hey guys,

Did you get this through the channels at COV? Parks was sent this through our GM. I'm providing a basic response on behalf our GM (copied below FYI), but I'm assuming they sent this to the City and you'll be providing for your own response? Thoughts?

Dear _____

Thank you for the thoughtful and thorough report. Your concerns, ideas and suggestions are well taken and very timely. These considerations you list below have been top of mind for our leadership team.

As you may heard by now, the Vancouver Park Board has closed the ring roads and parking lots in Stanley Park to achieve these same goals and enable physical distancing of all users along the Seawall. This has been done in collaboration and with support from our colleagues at the City's Transportation Planning branch

By relocating cyclists from a 2.0m wide seawall to a 7.0m wide roadway, this has created significantly more space for cyclists on Stanley Park Drive, while also enabling more distance for pedestrians on the Seawall itself. Based on our observations over the Easer Long Weekend, pedestrians adopted a natural behavior of travelling counter clockwise and clock wise on the lower and upper walkways respectively, giving a wide gap between groups.

This continues well into the fabric of the City, as the east bound lanes of Beach Avenue stretching from Stanley Park down to Hornby Street, have also been closed and reserved for wheeled users, enabling pedestrians to spread out on the Seawall.

To date, we have received overwhelmingly positive reviews from users both online and in the Park. We agree with your sentiments below, that giving people this space has certainly helped with supporting our communities and their mental and physical health through this challenging time.

Using this model, there are multiple other waterfront areas being considered by the City in coordination with Parks. Re-designating road space and redirecting cyclists requires a substantial amount of planning, cross department collaboration and operational work to achieve successful results so we are working quickly, reviewing opportunities and addressing them in order of priority and concern.

Thank you for sharing your insights and expertise with this report. We will have our staff review it more closely in coordination with our colleagues at the City.

Kind regards,

From: Hutch, Dave
Sent: Friday, April 10, 2020 2:47 PM
To: Shearer, Doug; Dunlop, Emily
Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Is someone working on a response for GM?

From: Bromley, Malcolm
Sent: Monday, April 6, 2020 5:08 PM
To: Hutch, Dave
Subject: Fwd: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Malcolm Bromley
General Manager
Vancouver Board of Parks and Recreation

Begin forwarded message:

From: Paola Q <paola@vancouverpublicspace.ca>
Date: April 6, 2020 at 4:14:02 PM PDT
To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>
Subject: [EXT] **Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network**

City of Vancouver security warning: Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

We feel there are **four distinct and inter-related areas activities that need to be considered**. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);

3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;

4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza
Chair
[Vancouver Public Space Network](#)
604-365-6369

From: "Hutch, Dave" <dave.hutch@vancouver.ca>
To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>
"Shearer, Doug" <Doug.Shearer@vancouver.ca>
CC: "Stewart, Ian" <ian.stewart2@vancouver.ca>
Date: 4/16/2020 1:23:20 PM
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Thanks so much Emily – looping in Ian as well

I have made a short edit – if you think it looks fine can you please send to Ellen for her to deal with.

thanks

Dave Hutch | Director, Planning and Park Development
Vancouver Board of Parks and Recreation

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 12:52 PM
To: Hutch, Dave; Shearer, Doug
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Hi Dave and Doug,

I have prepared a draft response from Malcolm to the Public Space Network regarding their proposal. [It's here saved a word file for easy editing.](#)

I just wanted to note one thing as an aside. I've included it this response, a reference to other waterfront sites across the City that the Transportation Planning branch are considering, but this might not have made its way to you yet. Brian Gould at the City has been asked by Sadhu and Lon to review with us to consider Vanier Park and South East False Creek. I will find out more, but just wanted to give you the heads up on that. Since these are in early planning phases and we know the details, Amy and I thought it would be easiest for us to stick handle at first, and perhaps bring in a PD or PPE person who knows each Park / area really well to roll out. I will be gathering more info in the next couple of days on what the possibilities are, and will circle back, but do you have any immediate thoughts?

Thanks guys,
Emily

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 12:07 PM
To: Hutch, Dave; Shearer, Doug
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Hi Dave,

I'm sorry for the delay – I've been working on a response through the days and just finalizing this now.

We have some more updates from the City to include as of yesterday. Will send along shortly.

Thank you,
Emily

From: Hutch, Dave
Sent: Thursday, April 16, 2020 12:07 PM
To: Shearer, Doug

Cc: Dunlop, Emily

Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

How's this coming along?

Dave Hutch | Director, Planning and Park Development
Vancouver Board of Parks and Recreation

From: Shearer, Doug

Sent: Friday, April 10, 2020 3:37 PM

To: Hutch, Dave

Cc: Dunlop, Emily

Subject: Re: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Do you want this done this weekend?

Sent from my iPhone

On Apr 10, 2020, at 2:47 PM, Hutch, Dave <dave.hutch@vancouver.ca> wrote:

\u-257 ?

Is someone working on a response for GM?

From: Bromley, Malcolm

Sent: Monday, April 6, 2020 5:08 PM

To: Hutch, Dave

Subject: Fwd: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Malcolm Bromley
General Manager
Vancouver Board of Parks and Recreation

Begin forwarded message:

From: Paola Q <paola@vancouverpublicspace.ca>

Date: April 6, 2020 at 4:14:02 PM PDT

To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>

Subject: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

\u-257 ?**City of Vancouver security warning:** Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open**

streets for our residents and workers is essential to the wellbeing of our city.

We feel there are **four distinct and inter-related areas activities that need to be considered**. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza

Chair

[Vancouver Public Space Network](#)

604-365-6369

<VPSN - COVID-19 Reponse - Open and Safe Streets Proposal DRAFT April 6 2020.pdf>

From: "Hutch, Dave" <dave.hutch@vancouver.ca>
To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>
Date: 4/6/2020 5:34:54 PM
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Will do

Dave Hutch | Director, Planning and Park Development (Acting)
Vancouver Board of Parks and Recreation

From: Bromley, Malcolm
Sent: Monday, April 06, 2020 5:32 PM
To: Hutch, Dave
Subject: Re: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Can you respond to the group? Thanks

Malcolm Bromley
General Manager
Vancouver Board of Parks and Recreation

On Apr 6, 2020, at 5:30 PM, Hutch, Dave <dave.hutch@vancouver.ca> wrote:

\u-257 ?

Thanks Malcolm I have shared with the team working with ENG on streets closures, we will continue to assess and look at other opportunities for closures. Let me know any thoughts you may have and we can follow up.

Dave

From: Bromley, Malcolm
Sent: Monday, April 06, 2020 5:08 PM
To: Hutch, Dave
Subject: Fwd: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Malcolm Bromley
General Manager
Vancouver Board of Parks and Recreation

Begin forwarded message:

From: Paola Q <paola@vancouverpublicspace.ca>
Date: April 6, 2020 at 4:14:02 PM PDT
To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>
Subject: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

\u-257 ?**City of Vancouver security warning:** Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

We feel there are **four distinct and inter-related areas activities that need to be considered**. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza
Chair
[Vancouver Public Space Network](#)
604-365-6369

From: "Gore, Amy" <Amy.Gore@vancouver.ca>
To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>
CC: "Plant, Sherwood" <Sherwood.Plant@vancouver.ca>
"Gould, Brian" <Brian.Gould@vancouver.ca>
Date: 4/16/2020 3:32:50 PM
Subject: Re: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Can we touch base first thing tomorrow? Sorry - I'm on mom duty now so will be distracted :)

Sent from my iPhone

On Apr 16, 2020, at 3:23 PM, Dunlop, Emily <Emily.Dunlop@vancouver.ca> wrote:

\u-257 ?

Hi Sherwood,

Sorry something came up with last minute requests from my manager. Can we call after your next call?

Emily

From: Plant, Sherwood
Sent: Thursday, April 16, 2020 3:19 PM
To: Dunlop, Emily; Gould, Brian
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Sorry, I have to jump on another call. I can try and answer things in an email

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 2:34 PM
To: Plant, Sherwood; Gould, Brian
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Hi Sherwood,

Can Amy and I give you a call at 3pm to chat?

Thanks,
Emily

From: Plant, Sherwood
Sent: Thursday, April 16, 2020 2:31 PM
To: Gould, Brian; Dunlop, Emily
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Emily, are you comfortable with the plan for the weekend, and any changes we make lead into next week?

We're currently proposing a simple local traffic only condition with some removed parking. Effectively a scaled down version of CoL nights. We are not actively encouraging pedestrians onto on-street paths or on-street at this time.

Sherwood

From: Gould, Brian
Sent: Thursday, April 16, 2020 2:19 PM
To: Dunlop, Emily; Plant, Sherwood
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

I would be happy to discuss Kits at your convenience, as long as we don't try make any day-before-the-weekend decisions this time ☺ Will also be interesting to see whether what we're putting in place (resumption of enforcement, stripping parkside parking, local traffic only) has any discernable effect.

For SEFC, I unfortunately am not hearing anything back from upper management, so we can either discuss the hypothetical or wait to hear what parts of the scope they might be willing to support.

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 2:14 PM
To: Gould, Brian; Plant, Sherwood
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Okay I see ☹ missed that part. This all makes sense now.

So looks like we will be helping you guys with the two sites you had in mind (Vanier, Kits and SEFC) but we might bring on one of our colleagues who knows those sites very well. Let us know when/if we should connect.

From: Gould, Brian
Sent: Thursday, April 16, 2020 1:25 PM
To: Dunlop, Emily; Plant, Sherwood
Cc: Gore, Amy
Subject: RE: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Yes, PFA what Lon and Paul had sent.

From: Dunlop, Emily
Sent: Thursday, April 16, 2020 12:42 PM
To: Gould, Brian; Plant, Sherwood
Cc: Gore, Amy
Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Hey guys,

Did you get this through the channels at COV? Parks was sent this through our GM. I'm providing a basic response on behalf our GM (copied below FYI), but I'm assuming they sent this to the City and you'll be providing for your own response? Thoughts?

Dear _____

Thank you for the thoughtful and thorough report. Your concerns, ideas and suggestions are well taken and very timely. These considerations you list below have been top of mind for our leadership team.

As you may heard by now, the Vancouver Park Board has closed the ring roads and parking lots in Stanley Park to achieve these same goals and enable physical distancing of all users along the Seawall. This has been done in collaboration and with support from our colleagues at the City's Transportation Planning branch

By relocating cyclists from a 2.0m wide seawall to a 7.0m wide roadway, this has created significantly more space for cyclists on Stanley Park Drive, while also enabling more distance for pedestrians on the Seawall itself. Based on our observations over the Easer Long Weekend, pedestrians adopted a natural behavior of travelling counter clockwise and clock wise on the lower and upper walkways respectively, giving a wide gap between groups.

This continues well into the fabric of the City, as the east bound lanes of Beach Avenue stretching from Stanley Park down to Hornby Street, have also been closed and reserved for wheeled users, enabling pedestrians to spread out on the Seawall.

To date, we have received overwhelmingly positive reviews from users both online and in the Park. We agree with your sentiments below, that giving people this space has certainly helped with supporting our communities and their mental and physical health through this challenging time.

Using this model, there are multiple other waterfront areas being considered by the City in coordination with Parks. Re-designating road space and redirecting cyclists requires a substantial amount of planning, cross department collaboration and operational work to achieve successful results so we are working quickly, reviewing opportunities and addressing them in order of priority and concern.

Thank you for sharing your insights and expertise with this report. We will have our staff review it more closely in coordination with our colleagues at the City.

Kind regards,

From: Hutch, Dave
Sent: Friday, April 10, 2020 2:47 PM
To: Shearer, Doug; Dunlop, Emily
Subject: FW: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Is someone working on a response for GM?

From: Bromley, Malcolm
Sent: Monday, April 6, 2020 5:08 PM
To: Hutch, Dave
Subject: Fwd: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

Malcolm Bromley
General Manager
Vancouver Board of Parks and Recreation

Begin forwarded message:

From: Paola Q <paola@vancouverpublicspace.ca>
Date: April 6, 2020 at 4:14:02 PM PDT
To: "Bromley, Malcolm" <Malcolm.Bromley@vancouver.ca>
Subject: [EXT] Open and Safe Streets Proposal for COVID-19 - Vancouver Public Space Network

\u-257 ?**City of Vancouver security warning:** Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Dear Malcolm,

I hope this finds you well and staying safe during these challenging times.

I'm writing to share a document that Vancouver Public Space Network has put together regarding the potential for street reallocation on key routes in the city.

As the Parks Board General Manager, you know the COVID-19 pandemic is creating critical challenges for Vancouver's public spaces, and in particular our sidewalks and recreational routes. **Creating safe and open streets for our residents and workers is essential to the wellbeing of our city.**

We feel there are four distinct and inter-related areas activities that need to be considered. Each of these requires the reallocation of road space for walk-bike use, but does so with the objective of supporting residents and workers (particularly those employed in essential or front-line services) in different ways. There is a critical need for interventions that can support the provision of safe routes for:

1. **Accessing Daily Needs** in commercial areas by strategically widening sidewalks in key locations;
2. **Commuting to/from places of work via active transportation modes** (i.e. for workers in essential services such as grocery stores, pharmacies, healthcare offices, other critical employment areas); (i.e. shops, healthcare offices, other critical employment areas);
3. **Maintaining Physical and Mental Health** – By providing additional space on the Seawall, Greenways, bike routes, neighbourhood designated pedestrian routes, and other pathways – to enable residents across the city to walk and bike for well-being;
4. **Address Neighbourhood and Mobility-based Equity Considerations** – by prioritizing areas where these interventions will support residents and workers that are most at risk.

The attached document sets out some potential approaches to how these four goals might be met. We released a draft version of this document in late March and have received encouraging feedback and advice from a number of sectors. The present document has been updated to reflect this input.

As timing around these interventions is critical, I wanted to share this latest version with you in the hopes that it might contribute to the important discussions and decision-making in which you are currently engaged.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

With urgency,

Paola Qualizza
Chair

[Vancouver Public Space Network](#)
604-365-6369

From: "Hutch, Dave" <dave.hutch@vancouver.ca>

To: "Dunlop, Emily" <Emily.Dunlop@vancouver.ca>

"Parker, Lisa" <Lisa.Parker@vancouver.ca>

CC: "Storer, Paul" <paul.storer@vancouver.ca>

Date: 5/8/2020 4:03:58 PM

Subject: FW: COVID 19 - Mobility and Public Space Response and Recovery - Council Presentation - May 13, 2020

Attachments: COVID 19 - Mobility and Public Space Response and Recovery - Council Presentation - May 13, 2020.tr5

Hi Lisa - thanks for including us - looping in Emily who is leading the SP work, Emily will provide comments

thx

Dave

-----Original Message-----

From: Parker, Lisa

Sent: Friday, May 8, 2020 3:46 PM

To: Hutch, Dave

Cc: Storer, Paul

Subject: COVID 19 - Mobility and Public Space Response and Recovery - Council Presentation - May 13, 2020

Hi Dave!

Attached is our Council presentation for this Wednesday re Mobility and Public Life Response and Recovery - there are a few slides regarding Stanley Park.

This is similar to our Council briefing last week, and Malcolm attended which was fantastic. Council did have a few questions for him. So we want to make sure Parks is comfortable with , and I think we will be asking if Malcolm can attend.

Let us know if you see anything needing edits!

Hope you are doing well!

Lisa

Lisa Parker

Branch Manager, Street Activities

Engineering Services | City of Vancouver t. 604.871.6185 | lisa.parker@vancouver.ca



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





Response



Recovery



City of Vancouver - FOI 2020-420 - Page 213 of 2377



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

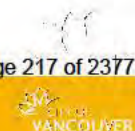


↓ 80%



↓ 48% In/Out Downtown

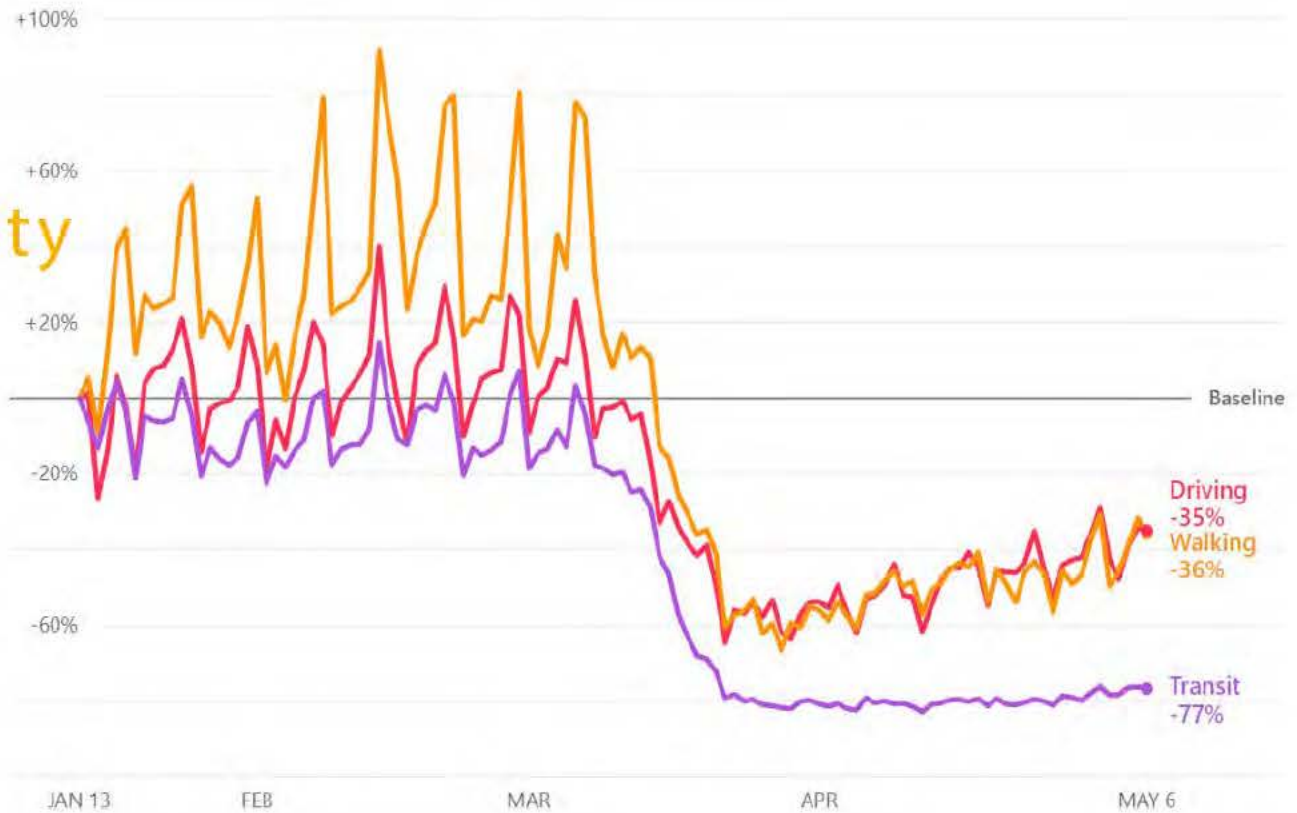
↓ 39% In/Out Vancouver



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



Rapid Response Oakland Slow Streets

119 km



Rapid Response

Portland Slow/Safe Streets

160 locations

NEIGHBORHOOD GREENWAYS:
Space for safe walking
while physical distancing

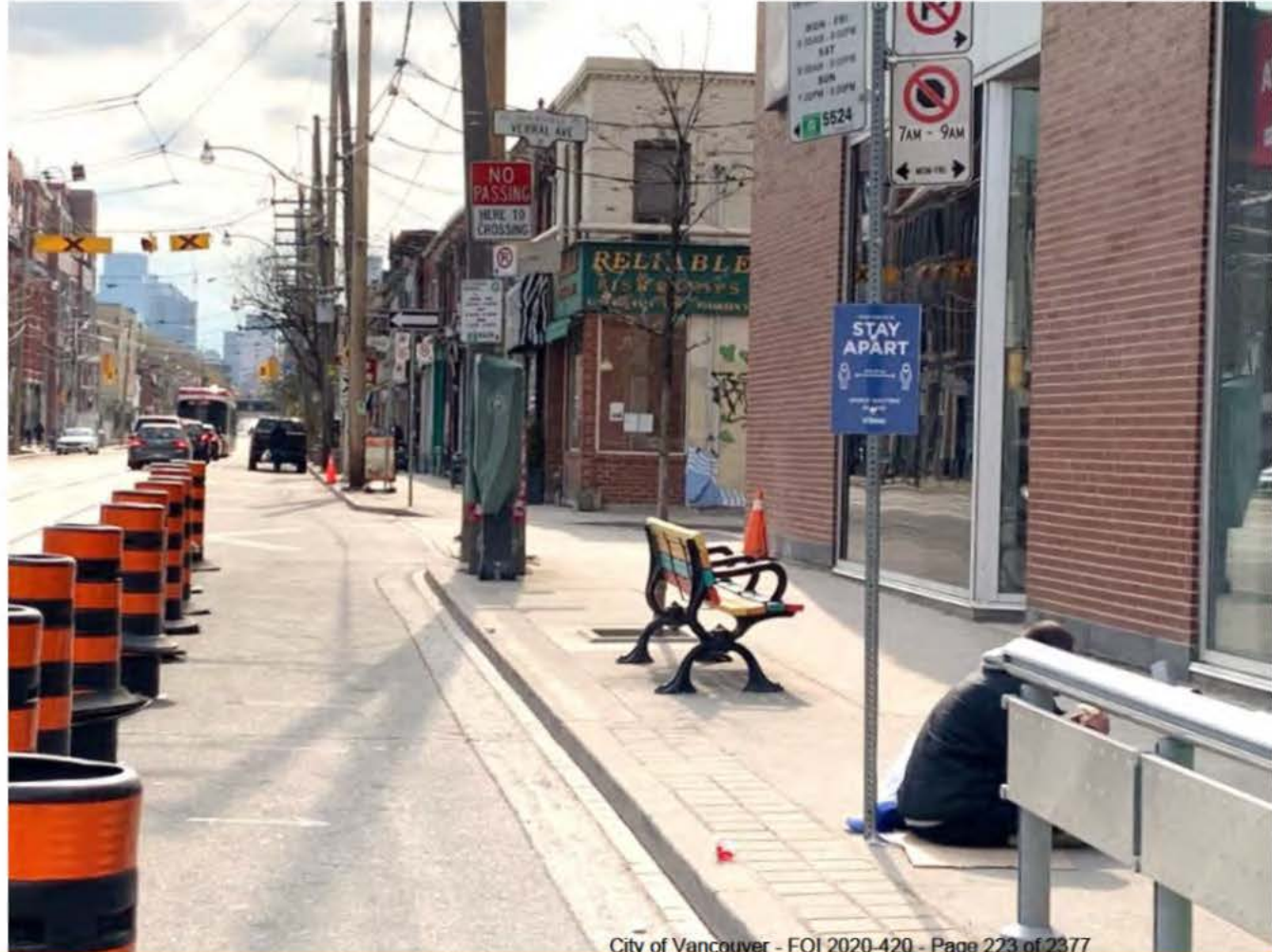
PBOT
PORTLAND BUREAU OF TRANSPORTATION

Advisory access restrictions that keep local streets quiet and safe for walking and biking while allowing auto access for deliveries and residents

SLOW STREETS | SAFE STREETS
A COVID-19 Response & Recovery Strategy
from the Portland Bureau of Transportation

Rapid Response Toronto

50+ km



City of Vancouver - FOI 2020-420 - Page 223 of 2377

Transformational Recovery Seattle

30+ km



City of Vancouver - FOI 2020-420 - Page 224 of 2377

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

City of Vancouver - FOI 2020-420 - Page 228 of 2377

Room to Queue

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

(City Avenue Market, Commercial Drive)



Before



After

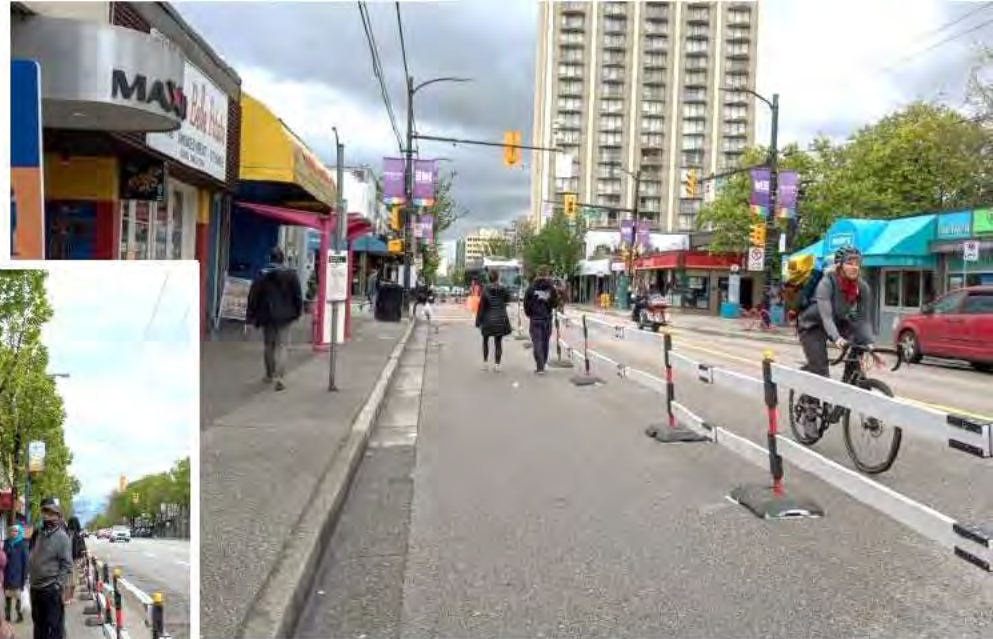
City of Vancouver - FOI 2020-420 - Page 229 of 2377

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

ਕਤਾਰ ਵਿੱਚ ਫਾਸਲਾ
ਰੱਖ ਕੇ ਖੜੇ ਹੋਵੋ



2 ਮੀਟਰ ਦੀ ਸ਼ਰੀਰਕ
ਦੂਰੀ ਬਣਾਈ ਰਖੋ
ਜਦੋਂ ਤੁਸੀਂ ਕਤਾਰ ਵਿੱਚ ਹੋ ਜਾਂ
ਕਿਸੇ ਕੋਲੋਂ ਲੰਗ ਰਹੇ ਹੋ

 CITY OF
VANCOUVER

ਕੋਵਿਡ-19 ਭਾਰੇ ਨਵੀਨਤਮ ਜਾਣਕਾਰੀ ਲਈ,
vancouver.ca/covid19 'ਤੇ ਵੇਖੋ

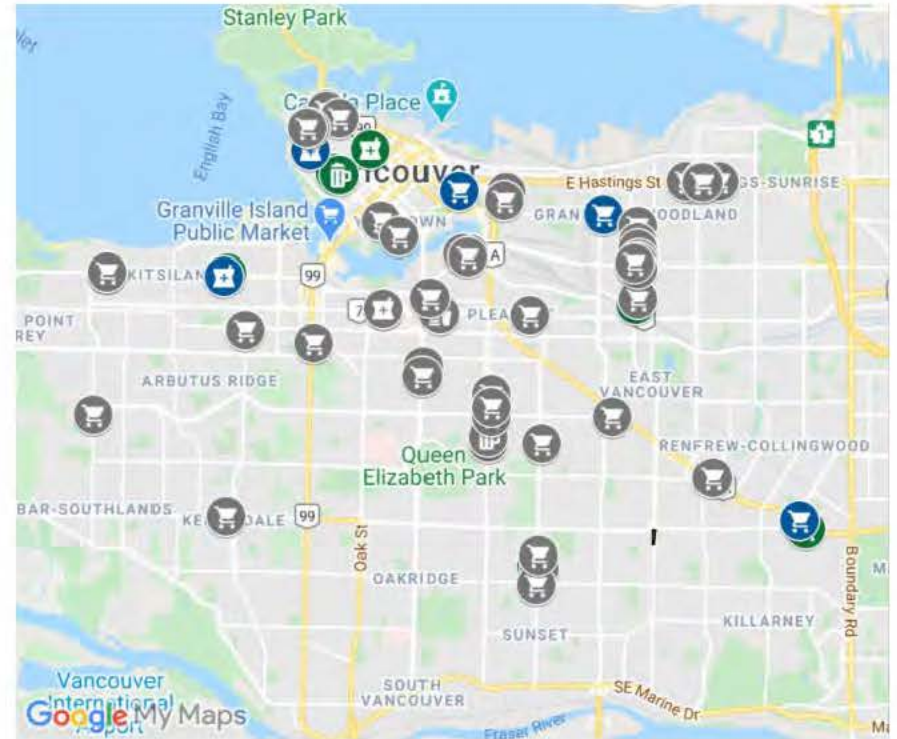
Room to Queue

10 installed

50+ locations on the list

Up to 30 planned

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



- 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**



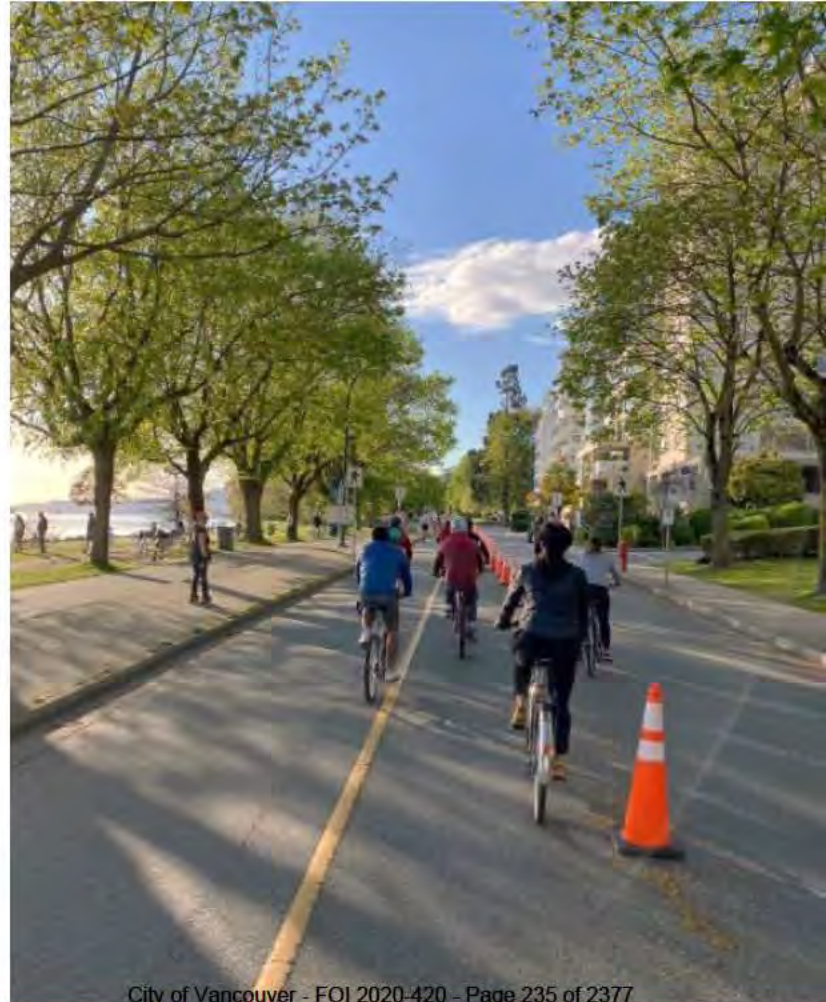
Busy streets



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



City of Vancouver - FOI 2020-420 - Page 235 of 2377

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



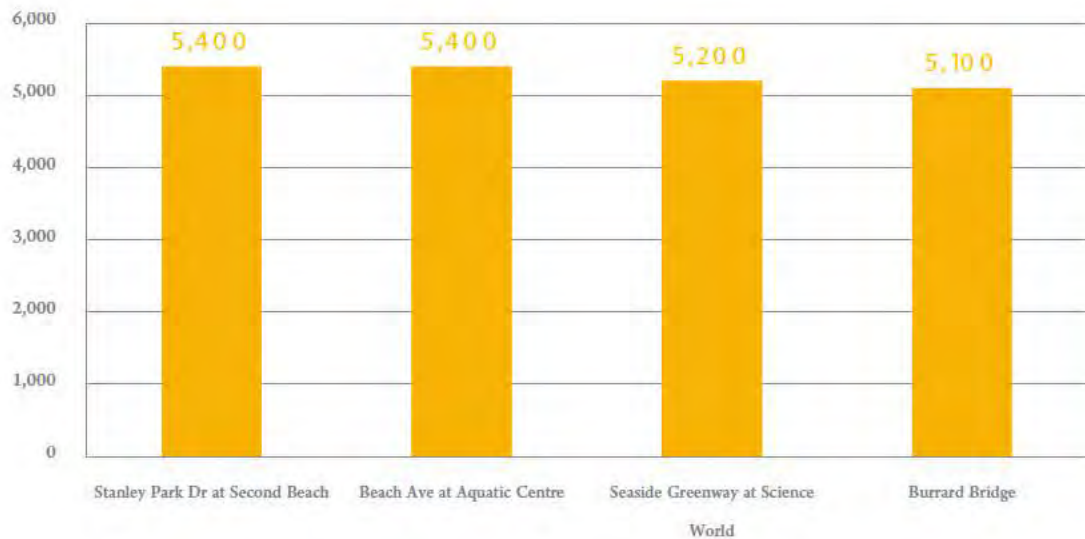
Installed Beach Avenue

- 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



City of Vancouver - FOI 2020-420 - Page 241 of 2377

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



City of Vancouver - FOI 2020-420 - Page 243 of 2377

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



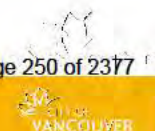
The Mobility Challenge and Opportunity

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





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



City of Vancouver - FOI 2020-420 - Page 257 of 2377

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:

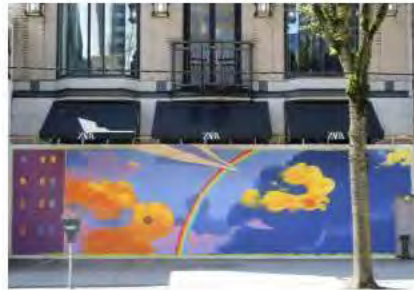
Short-term actions for long-term transformations

Longer term public space enhancements



City of Vancouver - PM 2020-420 - Page 264 of 2377

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**



Sample Room to Queue Zone
(For Illustration Purposes Only)



City of Vancouver - FOI 2020-420 - Page 268 of 2377

Questions?
