

REQUEST FOR EXPRESSIONS OF INTEREST "RFEOI" No. PS09176
BIKE PARKING SERVICES FOR THE 2010 WINTER OLYMPIC & PARALYMPIC GAMES

QUESTIONS AND ANSWERS No. 1

ISSUED ON NOVEMBER 12 , 2009

Q1	Will City of Vancouver undertake all spatial negotiations on sites, or will Proponent be engaged to provide this as part of Management Services provision?
A1	Yes - all sites are on City-owned property. The successful Proponent may expect to participate in final discussions with site operators (e.g., Park Board, EasyPark, etc.) on site requirements, logistics of set-up/take-down, etc.
Q2	Will City of Vancouver staff be available for a single large training session or will several sessions need to be developed and delivered?
A2	You may assume that COV staff will be available for a single training session on a date close to the opening day of the Games.
Q3	How many hours per day will City staff be available? Are there any other limitations on shift scheduling that are relevant to the RFEOI? What is the total number of City staff available for how many hours during the total service period?
A3	The intent of the RFEOI is to receive pricing proposals including two staffing scenarios: - staffing 100% by City staff/volunteers (assume full availability for all operating hours for at least two people per site) with an appropriate level of paid staff to oversee operations at all venues - staffing 100% by staff hired/paid by Proponent (no COV staff) Note that the RFEOI requests a scalable proposal, such that staffing can be adjusted to reflect availability of COV staff vs. Proponent staff and within funding constraints.
Q4	Will electricity be available at all proposed locations?
A4	No - one or two of the sites may have relatively easy access to electricity but most do not. Assume no access to electricity.
Q5	Are all sites level?
A5	Yes, or nearly so.
Q6	Do any of them back onto one or more walls?

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A6	You may assume that none of the sites backs on to a wall(s).
Q7	Have they been chosen with a view to best approaches for cyclists?
A7	The sites have been chosen based on security restrictions, availability of paved open space, nearby bicycle routes, other on-street Games-time street uses, venue entries/exits, etc. Signage to/from nearby bike routes will be provided and installed by the City.
Q8	Are there limits to the dimensions and area? Generally speaking, squarish or wide rectangles are preferred configurations.
A8	Most sites will be able to be configured as desired in a square or rectangle. The East Stadium location is intended to be located within an existing tennis court, thereby limiting the dimensions (although anticipated to be ample space for bike parking). The Vancouver Olympic/Paralympic Centre location will likely be located along a road edge, partly on road and partly on boulevard. The LiveCity Downtown location will be in a parkade, likely using approximately 10-12 parking stalls.
Q9	What are the general dimensions?
A9	Dimensions are quite site-specific and may be adjusted with further review and through discussion and site visits with the successful Proponent, but current planning allows for the following approximate dimensions (in metres): West Stadium – 10 m x 20 m East Stadium – 35 m x 15 m (tennis court) LiveCity Downtown - likely the depth of two parking stalls (12 m) and width of 5-6 parking stalls (15 m) LiveCity Yaletown – 10 m x 15 m Pacific Coliseum – 15 m x 20 m Vancouver Olympic/Paralympic Centre - 8xlength required (width constrained by being partly on-street) Olympic Village Station – 18 m x 15 m The City anticipates that the specific areas set out for bike parking will be adjusted through further discussion and review with the successful Proponent.
Q10	Please define physically secured with reference to the overnight hours. It will be considerably less costly to hire security guards than to pay staff to strike and set up each day, which would also involve additional vehicle rentals.
A10	The intent is that the sites be left unattended during non-operating hours and that they be secured in such a way as to minimize opportunities for theft of large equipment. There is no intent to strike and setup equipment each day, except for small operational equipment. If the Proponent feels that security guards are necessary to ensure security of bike racks and other large equipment, please include this in your proposal.
Q11	Does the City of Vancouver wish to have new local signage made up specific to these events?

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A11	The Proponent should be prepared to supply on-site signage indicating the presence of the bike parking services. The City of Vancouver logo (and/or BikeVancouver brand) should be incorporated into this signage.
Q12	Does the City of Vancouver wish to have specific brands for bike check tickets? It is almost certain that new ticket stubs will need to be printed, in order to accommodate a blended model of attendant secured self-serve parking
A12	There is no specific intent for branding of bike check tickets. City staff will work with the successful Proponent on the ticket design if requested, but the Proponent should anticipate that the City's logo and/or BikeVancouver brand would be incorporated.
Q13	Are there any restrictions or requirements for staffing that must be met by the Proponent in order to satisfy security clearances or other authorities particular to the Games and VANOC?
A13	There are no specific restrictions on staffing and no requirement for security clearances. All bike parking facilities will be located outside of secured venue perimeters.