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**To:** "Direct to Mayor and Council - DL"  
**CC:** "City Manager's Correspondence Group - DL"  
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**Date:** 7/7/2020 9:38:49 AM  
**Subject:** Answers to questions on Transportation Safety Report

Dear Mayor and Council,

Here are answers to Councillors' questions on the Transportation Safety Report:

**Q: Are there plans for improvements on Cornwall to improve safe crossing related to the future school and Senawk?**

- a) Staff are working with Senakw on transportation improvements to serve the lands, including a potential school. This will include a focus on safety for walking and cycling and crossing arterial streets.

**Q: Are there requirements for the number of bicycle parking spots at schools?**

Yes, as per the Parking By-law bicycle parking requirements at schools are as follows:

- a) For staff (Class A): a minimum of 1 space for every 17 employees and for secondary schools, universities or colleges, 0.4 space for every 10 students on a maximum attendance period.
- b) For students (Class B) : a minimum of 0.6 spaces for every 10 students on a maximum attendance period except that Elementary schools shall provide a minimum of 1 space for every 20 students

**Q: Is there a map or list available of schools that have already been through the school active transportation program?**

- a) Yes, the map of schools that have participated in the program to date (30+ schools) can be found on the SATP program website:

<https://vancouver.ca/streets-transportation/school-active-travel-planning.aspx>

**Q: Was there a plan to expand the SATP program (increase funding towards it to be able to serve more schools) that was stalled because of Covid?**

- a) Somewhat, staff are still hoping to continue to engage schools in the fall through the SATP. Recognizing that encouraging sustainable travel behaviour for children is critical to meeting Climate targets, staff are looking at including an expansion of the program in the Climate Emergency Response.

**Q: Why are we not proposing more pedestrian signals, when they have a 96% rate of reducing pedestrian conflict?**

- a) Pedestrian signals cost typically \$400k per intersection, the current budget available for new signals is \$1 million per year which allows for about 2-3 new signals. Additionally, through the Moving Towards Zero Fatalities program we install 5-12 flashing beacons per year. Flashing beacons are a low cost alternative (\$40k per intersection) to improve safety at small intersections (2 vehicle travel lanes+ parking) and where a pedestrian signal is not warranted but there is pedestrian safety/comfort concerns. Increasing the number of pedestrian signals installed per year would require an increase in funding for the signal program.

**Q: Years ago there was discussion of closing North Grandview Hwy between Woodland and Clark - as part of the slow street pilot in that area, are we looking at taking cars off of any roads?**

- a) A closure of Grandview Highway North was proposed to Council in 2005 (meeting here: <https://council.vancouver.ca/20050526/pe20050526.htm>). At that time Council decided not to move ahead with a closure, primarily due to concerns from the school. No street closures are being proposed at



this time - the slow zone pilot proposed only includes the addition of 30 km/h signage on every block on residential roads within the zone. Data collected showed current operating speeds are below 30km/h, the addition of signage was considered sufficient to formalize existing speeds and allow for a quick implementation.

**Q: Why pilot in an area where streets are already slowed (that section of Grandview)? What are we testing? What outcomes are we expecting?**

- a) The current speed limit on all residential roads is 50 km/h, unless posted otherwise. The idea of the slow zone on an area already operating at 30 km/h is to formalize this reduced speed limit.
- b) The goal of the first stage is to create a quick win when it comes to slow zones, and help develop acceptance of speed reductions by the community.
- c) This will build the case for the tougher cases where operating speeds are 40 km/h or above, where engagement and a neighborhood traffic calming plan will be needed.

**Q: Would the expansion of micromobility mean looking at a need to speed up the development of new bike lanes, and widen bike lanes to allow for heavier traffic on them and to allow for passing more safely?**

- a) Depending on the uptake of micromobility devices there will be more demand for protected bike lanes especially on commercial high streets for people to get to destinations without using sidewalks. Regarding the width of bike lanes, bike lanes have very high people moving capacity and are unlikely to become congested in the near future. Our current design standards allow for safe passing so they can accommodate people / devices that travel slightly different speeds. Therefore, except for some current pinch points, we generally do not anticipate needing to widen protected bike lanes because of the expansion of micromobility.

**Q: What are the definitions and safety requirements of micromobility? Are mopeds allowed? Are there speed limits for them? Are they required to have bells and helmets and lights?**

- a) Definitions of micromobility devices are being developed by the province for the purposes of the pilot. Details have not been defined at this time and city staff anticipate to be consulted in future conversations with the province. Regulations will likely include speed limitations, lights and helmet use. Regulations will likely not include bells, as some devices don't have a handle bar to place them.
- b) Mopeds are defined separately in the motor vehicle act so will not be part of the pilot. They must have insurance and can operate on streets but not bike lanes. However we could consider similar light weight electric moped-like devices that fall outside of provincial regulation as part of the micromobility pilot if they have similar operating characteristics and weight to bicycles.
- c) Speed governing of micromobility something the province is looking at regulating. E-bikes are currently limited to 32km/hr and the industry standard for e-scooters is 25km/hr. Other jurisdictions such as Ontario have a 25km/hr speed limit on e-scooters.

**Q: What are the current time of day and time of week restrictions on speed limits around parks? And why are we not extending the changes suggested in Recommendation D (around schools) to also apply to parks?**

- a) Parks/playgrounds zones on residential streets have a speed limit of 30 km/h. The reduced speed limit is valid from dawn to dusk every day. Recommendation D includes both schools and playgrounds.

**Q: How is the street slowing on Prior going?**

The following changes on speeds were observed before/after implementation on Prior St:

- AM peak:
  - Increased proportion of vehicles travelling under 40 km/hr, from 19% to 30%
  - Slight increase proportion of vehicles travelling under 30 km/hr, from 4% to 5%
- PM peak:
  - Increased proportion of vehicles travelling under 40 km/hr, from 38% to 49%
  - Increased proportion of vehicles travelling under 30km/hr, from 9% to 17%



**Q: How long did it take to get the Mobi program up and running? Is it actually feasible to implement a program by this Fall?**

- a) It took one year from RFP to launch (including procurement and delivery, and initial station siting). Factors beyond the City's control may make it difficult to implement an e-bike or micromobility system by the fall – more likely winter/early spring 2021 at the earliest. These factors include (1) contract limitations in respect of e-bikes (contract requires City to give MOBI operator 90 days to see if they can supply; if they cannot, then City may go to another supplier), (2) going to another supplier for e-bikes, or for micromobility, must comply with City's Procurement Policy – open, transparent and competitive process with limited exceptions, (3) whether our preferred supplier has sufficient inventory, (4) even if it has inventory, a supplier usually requires weeks/months of supply/delivery lead time.

Some elements of a competitive procurement are within the City's control. The typical timeframe for a complex procurement is 6 – 12 months but staff can try and expedite. The tradeoffs to expediting might be (1) insufficient knowledge of the industry/market, (2) paying more than is necessary and therefore not getting best value for money, (3) giving up negotiating leverage and having to accept unreasonable supplier terms.

- b) The City must collaborate with the Province to legalize some micromobility devices, Motor Vehicle Act Amendments are required which may impact any plans the City forms.

**Q: How much did the city spend on getting Mobi up and running, and how much does it cost the city per year?**

- a. The City provided a \$5 million fee for the launch and operation of the PBS for five years. This payment met the City's objectives in 2015 when the bike share procurement commenced but the bike share industry and market have evolved. More investigation will be required to determine whether a new system today would cost the same, more or less. As for the industry and market for micromobility, it is recommended that the City first get a better understanding of the industry and to test the market to determine whether a supplier is able and willing to supply a financially self-sustaining system without the need for payment or other financial considerations by the City. This will ensure the City receives best value. Additional City funding was provided to support the launch and contract administration and compliance. Translink funding supported the Phase II expansion of Mobi to increase the coverage area to include the Strathcona, Commercial Drive, and Mount Pleasant neighbourhoods.
- b. Annual cost to run the program are staffing costs that are shared with other programs.

**Q: What are the estimated costs to the city of implementing a program?**

- a. Expansion of the Mobi program with e-bikes and the potential for new mobility programs are noted, the staffing and opportunity costs vary. Please refer to the above answer regarding potential costs to the City of implementing a micromobility program.

**Q: Do contract-partnerships (like the existing Mobi program) require companies to pay a living wage?**

- a. They can but the Contract with Mobi was signed before the City was a living wage employer. This could be considered during contract renewal and/or future contracts provided the City has the legal right or negotiating leverage to impose such requirements.

**Q: Can staff remind Council about the low-cost pass for Mobi, and how it came about?**

- a. In June 2018, Mobi launched the Vancity Community Pass, a \$20 or \$0 annual pass for equity seeking groups. The program has provided access to bike share to more than 750 Vancouver residents.
- b. In April 2020, Mobi launched the free Essential Services Membership to support residents impacted by COVID-19 to get affordable access to bike share. The program provided access to more than 673 Vancouver residents working for 24 different organizations.



- c. In the contract between the City and Vancouver Bike Share, the operator of Mobi by Shaw Go, it was a priority to make the system accessible to low income and underprivileged riders. Vancouver Bike Share, Vancity, Shaw, and the City collaborated on the “Vancity Community Pass” and later on the “Essential Services Membership”.

Best,  
Sadhu

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Pronouns: he, him, his



*The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.*