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**To:** "Direct to Mayor and Council - DL" <CCDTMACDL@vancouver.ca>

**Date:** 11/30/2016 2:32:45 PM

**Subject:** Security Bicycle Parking Initiatives

**Attachments:** [Memo to Mayor and Council - Secure Bicycle Parking Initiatives - Novembe....pdf](#)

Dear Mayor and Council,

Please see attached memo from Jerry Dobrovolny, General Manager - Engineering, on the City of Vancouver strategies for increasing the supply and quality of secure bicycle parking spaces throughout the City.

A short summary of the memos is as follows:

- Revise the Off-Street Bicycle Space Regulations to include updated design standards and appropriate bicycle parking provisions to support future mode share. Create high quality supporting documents to communicate these standards.
- Develop a retrofit program to support, encourage, and facilitate the creation of secure bicycle parking in existing developments which meets updated design standards.
- Pursue the creation of secure public bicycle parking in the form of bicycle parkades and bicycle mobility centers in new development and EasyPark facilities.

Please contact Eric Mital, Branch Manager of Parking Management at 604.871.6528 or [eric.mital@vancouver.ca](mailto:eric.mital@vancouver.ca) if you have any questions or require more information.

Best  
Sadhu

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ENGINEERING SERVICES  
Jerry Dobrovlny, P.Eng.  
City Engineer/General Manager

## MEMORANDUM

November 30, 2016

TO: Mayor and Council

CC: Sadhu Johnston, City Manager  
Paul Mochrie, Deputy City Manager  
Janice MacKenzie, City Clerk  
Lynda Graves, Manager, Administration Services, City Manager's Office  
Rena Kendall-Craden, Director, Communications  
Kevin Quinlan, Chief of Staff, Mayor's Office  
Katie Robb, Director, Communications, Mayor's Office  
Naveen Girn, Director, Community Relations, Mayor's Office  
Lon LaClaire, Director, Transportation

FROM: Jerry Dobrovlny, General Manager of Engineering Services

SUBJECT: Secure Bicycle Parking Initiatives

This memo is in response to the June 24, 2015 Council motion: "Options to Install 1000 New Bicycle Parking Spaces for the Secure Locking and Storage of Bicycles in the Downtown Area."

*"THEREFORE BE IT RESOLVED THAT Council direct staff to report back on options to install 1000 new bicycle parking spaces for the secure locking and storage of bicycles in the Downtown area, including but not restricted to the range of options to fund these bicycle parking spaces and facilities, the areas of the city where bicycle parking is most in demand, where new spaces and facilities are most achievable, as well as other opportunities, including shower facilities, repair centers and other cycling related infrastructure, that could be co-located with new bicycle parking spaces and the options for partnerships that could be pursued by the City of Vancouver."*

As the City of Vancouver continues to expand its bicycle network, the quality and availability of bicycle parking throughout the city is becoming increasingly important.

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Transportation 2040 includes several actions that specifically relate to secure, off-street, bicycle parking. Several programs related to secure off-street bicycle parking have been implemented or expanded in response to the Transportation 2040 actions. These include:

- Funding of two Greenest City Scholars to look at bicycle parking in Vancouver;
- Implementation of a program to encourage bicycle valet services at private events;
- Securing of space for a Bicycle Mobility Center near the Marine Gateway Canada Line station, and creation of a Request for Expressions of Interest (RFEOI) to secure an operator for the space; and
- Hiring of a new engineer within the Parking Management Branch in part to support the actions in this Memo.

The City also provides public bike racks on commercial streets and near public places (churches, community centers etc.) to support bicycle riders and local businesses. Members of the public or business owners can request bike parking by calling 311 or by submitting a request using the City's VanConnect App. Locations are reviewed by a City inspector and bike racks are installed with care not to impact pedestrians or parked car doors. In addition, bike racks are proactively installed throughout the city.

On average, 250 bike racks were installed per year from 2010 to 2016. The City receives an average of 145 requests for bike racks each year.

### **Future Action Areas**

This document outlines three action areas to help accelerate the provision of secure bicycle parking facilities in the Downtown area and the rest of the city:

- Ensuring bicycle parking in *New Development* meets long term goals
- Adding bicycle parking to *Existing Development*
- Creating purpose-built *Secure Public Bicycle Parking*

### **New Developments**

Bicycle parking standards are set by the language in the Parking Bylaw, with additional guidance for end of trip amenities given in the Building Bylaw. The Greenest City Scholar Report 'Coming to a Stop' found that the current bicycle parking provision may not meet expected long term demand. A recent City of Vancouver survey found that bicycle ownership rates are about 1.53 bicycles per household across the City.

The bicycle parking standards were initially created in 1995 and were last reviewed in 2008. Transportation 2040 guides staff to "*Periodically review policies for new developments to ensure abundant and conveniently located secure bicycle parking and end-of-trip facilities.*"

Based on this action, a thorough update to the Off-Street Bicycle Space Regulations will be completed, with the following goals:

1. Update design standards for bicycle parking spaces and bicycle access to reflect best practices.
2. Investigate residential and employment bicycle parking requirements to determine appropriate bicycle parking ratios (currently 1.25 spaces per dwelling unit, and about 1 space per 500m<sup>2</sup> of commercial floor area).
3. Create clear, visually rich, supplementary material to clarify the bylaw requirements, promote excellent design quality and provide an easily updatable reference for the public and the development community.

Further, The City of Vancouver has the opportunity to lead by example with the inclusion of exceptional bicycle parking at future City facilities. Creating a set of clear guidelines and best practices is a first step toward enabling this leadership.

### **Existing Developments**

Existing developments, built before bicycle parking requirements existed, may lack sufficient bicycle parking to meet current or future demand. Many of these buildings have no provision for bicycle parking at all (up to 210,000 bicycle parking spaces may be deficient). A City of Vancouver survey completed over the summer indicated 20% of those living in multi-family developments describe their bicycle facilities as inadequate or insecure.

Currently, providing retrofit bicycle parking would require the building owner to initiate a development permit process to change part of the building to bicycle parking. The complexity of this process (both in terms of permitting and design/construction) may prevent the implementation of bicycle parking in some buildings and discourage bicycle use overall.

Transportation 2040 direction: *“Develop a retrofit program to make it easier to add bicycle parking and other end-of-trip facilities to existing buildings.”* The following actions will advance this direction:

1. Create a set of design guidelines and example layouts based on best practices for building owners and consultants.
2. Simplify the permitting process for requests for retrofit bicycle parking.
3. Support requests from building owners and empower users through the creation of tools, forms, and templates for their use.
4. Generate interest in retrofitting buildings through community events, the City of Vancouver web site, and other methods.

Action on these items will require collaboration with other City departments.

## Secure Public Bicycle Parking

Purpose-built secure public bicycle parking facilities can help provide better experiences for commuters, residents and tourists alike. Commuters benefit from secure bicycle parking and purpose-built end of trip facilities, as well as access to repairs and bicycle oriented retail. Residents can store a bicycle in a more secure facility or rent space if none is available where they live. Tourists can have access to potential bicycle rentals and retail.

Complete bicycle parking facilities, with the addition of bicycle retail, showers, rentals, and other services, can act as an anchor for cycling culture and relieve pressure of overused bicycle facilities in nearby buildings. Commuters with access to adequate bicycle facilities have been shown to cycle 40% more and drive 19% less than those without.

Transportation 2040 directs staff to “*provide higher-security bicycle parking*”. This action emphasises “*prioritizing major transit stations and other high-demand locations*” as well as “*creating at least one Downtown bicycle centre that includes additional maintenance and end-of-trip facilities*”.

### Facility Types

A wide variety of secure bicycle parking styles have been implemented around the world. While it is difficult to draw a distinct line between the different types of facilities, two main groups are discussed here.

#### Bicycle Parkade

Bicycle Parkades include a locked, enclosed facility which is accessible to monthly subscribers who have a FOB or key access. These facilities may also include enclosed individual bicycle lockers, also available on a monthly subscription. Typically, a Bicycle Parkade only provides parking, but may provide simple tools, an air pump, or small helmet storage lockers next to the bicycle parking.

There are several examples of such facilities in Vancouver, including TransLink’s Main Street Science World Bicycle Parkade (86 spaces), and the bicycle cages operated by EasyPark at the Waterfront parkade (20 - 30 spaces).

#### Bike Mobility Centres

Bicycle Mobility Centers (BMC’s) offer a wider range of services than Bicycle Parkades and are usually staffed. Typical services provided by BMC’s include parking, bicycle repair, retail, lockers and showers and bicycle rentals. In addition, some BMC’s provide bicycle tours of the city via bicycle, cycling education, food and beverage service, or other services which support cycling and cyclists. The mix of services offered at a BMC depends on the location of the BMC, the anticipated clientele, and the type of trips the facility would be used for.

Currently the City owns a facility located near the Marine Gateway Canada Line station which was designated through rezoning to become a BMC. Transportation is currently working to find an operator for the space.

## Actions

Creating secure public bicycle parking relies on leveraging the City's current relationships to expand existing and build new Bicycle Parkades, as well as working to create Bicycle Mobility Centers at new developments in appropriate locations. The following actions will be undertaken to support creation of secure public bicycle parking:

1. Work with EasyPark to create Bicycle Parkades within the parkades identified in *Secure Bicycle Parking in Vancouver*, a document created by a Greenest City Scholar.
2. Identify community organizations that may have an interest in providing secure public bicycle parking at their facilities.
3. Monitor incoming development and rezoning applications, including projects led by the City, to identify sites that are strong candidates for public bicycle parking, and encourage or require BMC's at these sites.
4. Secure an operator for the Marine Gateway BMC site.

The above actions are ongoing, with potential sites identified as part of the development enquiry and approvals process.

## Conclusions

Together, the recommendations above form a comprehensive plan that aims to increase secure off-street bicycle parking supply throughout the City with a focus on the Downtown. The actions discussed in this memo will be incorporated into the Parking Management Branch work plan going forward.

These actions will allow creation of additional bicycle parking in new and existing development, as well as through purpose built facilities, supporting the City's long term vision of facilitating cycling.

Please contact Eric Mital, Branch Manager of Parking Management, at 604-871-6528 or [eric.mital@vancouver.ca](mailto:eric.mital@vancouver.ca) if you have any questions or require more information.



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