

File No.: 04-1000-20-2017-163

June 29, 2017

s.22(1)

Dear s.22(1)

Re: **Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")**

I am responding to your request of April 18, 2017 for:

Copy of the proposal submitted by CycleHop for Citywide Bike Share program, MOBI Bike Share.

All responsive records are attached. Some information in the records has been severed, (blacked out), under s.15(1)(l), s.17(1) and s.21(1) of the Act. You can read or download these sections here:

http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00

Under section 52 of the Act you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your request. The Act allows you 30 business days from the date you receive this notice to request a review by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number assigned to your request (#04-1000-20-2017-163); 2) a copy of this letter; 3) a copy of your original request for information sent to the City of Vancouver; and 4) detailed reasons or grounds on which you are seeking the review.

Please do not hesitate to contact the Freedom of Information Office at foi@vancouver.ca if you have any questions.

Yours truly,

A handwritten signature in black ink, appearing to be 'B. Van Fraassen', with a stylized, flowing script.

Barbara J. Van Fraassen, BA
Director, Access to Information

Barbara.vanfraassen@vancouver.ca
453 W. 12th Avenue Vancouver BC V5Y 1V4
Phone: 604.873.7999
Fax: 604.873.7419

Encl.

:kt

REQUEST FOR PROPOSALS NO. PS20150910

PUBLIC BICYCLE SYSTEM



CycleHop Corp Canada
Josh Squire, CEO
josh@cyclehop.com
773-251-9757

US Headquarters
1631 Colorado Ave.
Santa Monica CA 90404

Canada Address
112 Nelson St. Unit 101B
Ottawa, ON K1N5V1

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The Respondent

Cyclehop Corp Canada is based in Ottawa and is a fully owned subsidiary of Cyclehop LLC, which is based in Santa Monica California, jointly known as CycleHop. Established in 2011, CycleHop plans, funds, and operates bike share programs, and is currently operating or implementing systems in the following cities: Ottawa, Gatineau, Orlando, Tampa, Atlanta, Louisville, Phoenix, Mesa, Santa Monica, West Hollywood, Long Beach, San Ramon, and Beverly Hills. Prior to starting CycleHop the founder consulted for two global bike share companies, B-cycle and JCDecaux, for a combined six year period, and received the first U.S. patent for the "Automated Bicycle Rental Machine" (Patent 5,917,407) in 1999.

The Team

The CycleHop team combines the best of global bike share expertise in operations and equipment with proven local knowledge in bicycle planning, and accomplished high profile sponsorship partnerships.

CycleHop is a leading bike share operator and the prime respondent to the Vancouver RFP

Smooove SAS is a global bike share equipment and technology innovator operating in 21 cities in 10 countries and they rolled out over 18,000 bicycle since launch.

Third Wave Cycling Group Inc. is an accomplished local consulting firm committed to delivering excellent cycling and sustainable transportation solutions.

Score Marketing Inc. is one of Canada's top sponsorship sales and marketing authorities. Some of their notable partnerships are BC Place Stadium, the Vancouver Sun Run, PGA Tour Canada, Vancouver International Film Festival, and many others.

The Plan

Our goal is to build a bike share system that complements other forms of public transportation, connects people with destinations, and serves both locals and visitors alike. To achieve this, we propose the best and most proven 'smart bike' system on the market with front docking technology that is intuitive to operate and fits well within the Vancouver streetscape. Helmet solution to be provided by Kranium Design. Our proposed business plan is designed to deliver a stable and self-sustaining program.

Proposed System Size and Deployment

2,250 bicycles at 225 locations,

Phase One: 1,500 bicycles at 150 locations, Phase Two: 750 bicycles at 75 locations

Proposed Structure

The proposed structure is a public-private partnership. The City will invest in and own the equipment.

The City's funding contribution will be predictable and capped. The vendor will rely on user fees and sponsorships to cover the operating costs. Annual profits above \$300K will be allocated between the City and the Vendor.

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PUBLIC BICYCLE SYSTEM
PART C - PROPOSAL FORM

PROPOSAL FORM

RFP No. PS20150910, PUBLIC BICYCLE SYSTEM (the "RFP")

Proponent's Name: **CYCLEHOP CORP CANADA**

"Proponent"

Address: **CANADA: 112 NELSON STREET, UNIT 101B, OTTAWA ON, K1N 5V1**

USA: 1631 COLORADO AVE, SANTA MONICA CA 90404

Jurisdiction of Legal Organization: **ONTARIO, CANADA**

Date of Legal Organization: **JUNE 23RD, 2014**

Key Contact Person: **JOSH SQUIRE**

Telephone: **773-251-9757**

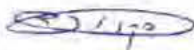
Fax: **310-564-1820**

E-mail: **JOSH@CYCLEHOP.COM**

The Proponent, having carefully examined and read the RFP, including all amendments and addenda thereto, if any, and all other related information published on the City's website, hereby acknowledges that it has understood all of the foregoing, and in response thereto hereby submits the enclosed Proposal.

The Proponent further acknowledges that it has read and agreed to the Legal Terms & Conditions attached as Appendix 1 hereto and has separately executed such Appendix 1.

IN WITNESS WHEREOF the Proponent has executed this Proposal Form:



09-11-2015

Signature of Authorized Signatory for the Proponent

Date

JOSH SQUIRE, CEO

Name and Title



09-11-2015

Signature of Authorized Signatory for the Proponent

Date

JOSH SQUIRE, CEO

Name and Title

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PUBLIC BICYCLE SYSTEM
PART C - PROPOSAL FORM**

APPENDIX 1 TO PROPOSAL FORM

LEGAL TERMS AND CONDITIONS

1) APPLICATION OF THESE LEGAL TERMS AND CONDITIONS

These legal terms and conditions set out the City's and the Proponent's legal rights and obligations only with respect to the RFP proposal process and any evaluation, selection, negotiation or other related process. In no event will the legal terms and conditions of this Appendix 1 apply to, or have the effect of supplementing, any Contract formed between the City and the Proponent or otherwise apply as between the Proponent and the City following the signing of any such Contract.

2) DEFINITIONS

In this Appendix 1, the following terms have the following meanings:

- (a) "City" means the City of Vancouver, a municipal corporation continued pursuant to the Vancouver Charter.
- (b) "Contract" means a legal agreement, if any, entered into between the City and the Proponent as a result of the RFP.
- (c) "Losses" means, in respect of any matter, all direct or indirect, as well as consequential: claims, demands, proceedings, losses, damages, liabilities, deficiencies, costs and expenses (including without limitation all legal and other professional fees and disbursements, interest, penalties and amounts paid in settlement whether from a third person or otherwise).
- (d) "Proponent" means the legal entity which has signed the Proposal Form, and "proponent" means any proponent responding to the RFP, excluding or including the Proponent, as the context requires.
- (e) "Proposal" means the package of documents consisting of the Proposal Form (including this Appendix 1), the Proponent's proposal submitted under cover of the Proposal Form, and all schedules, appendices and accompanying documents, and "proposal" means any proposal submitted by any proponent, excluding or including the Proponent, as the context requires.
- (f) "Proposal Form" means that certain Part C of the RFP, completed and executed by the Proponent, to which this Appendix 1 is appended.
- (g) "RFP" means the document issued by the City as Request for Proposals No. PS20150910, as amended from time to time and including all addenda.

3) NO LEGAL OBLIGATION ASSUMED BY THE CITY

Despite any other term of the RFP or the Proposal Form, including this Appendix 1 (except only Sections 7, 8.2 and 11 of this Appendix 1, in each case to the extent applicable), the City assumes no legal duty or obligation to the Proponent or to any proposed subcontractor in respect of the RFP, its subject matter or the Proposal unless and until the City enters into a Contract, which the City may decline to do in the City's sole discretion.

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4) NO DUTY OF CARE OR FAIRNESS TO THE PROPONENT

The City is a public body required by law to act in the public interest. In no event, however, does the City owe *to the Proponent or to any of the Proponent's proposed subcontractors* (as opposed to the public) any contract or tort law duty of care, fairness, impartiality or procedural fairness in the RFP process, or any contract or tort law duty to preserve the integrity of the RFP process. The Proponent hereby waives and releases the City from any and all such duties and expressly assumes the risk of all Losses arising from participating in the RFP process on this basis.

5) EVALUATION OF PROPOSALS

a) Compliance / Non-Compliance

Any proposal which contains an error, omission or misstatement, which contains qualifying conditions, which does not fully address all of the RFP Requirements, or which otherwise fails to conform to the RFP may or may not be rejected by the City at the City's sole discretion. The City may also invite a proponent to adjust its proposal to remedy any such problem, without providing the other proponents an opportunity to amend their proposals.

b) Reservation of Complete Control over Process

The City reserves the right to retain complete control over the RFP and proposal processes at all times. Accordingly, the City is not legally obligated to review, consider or evaluate the proposals, or any particular proposal, and need not necessarily review, consider or evaluate the proposals, or any particular proposal, in accordance with the procedures set out in the RFP, and the City reserves the right to continue, interrupt, cease or modify its review, evaluation and negotiation processes in respect of any or all proposals at any time without further explanation or notification to any proponents.

c) Discussions/Negotiations

The City may, at any time prior to signing a Contract, discuss or negotiate changes to the scope of the RFP, any proposal or any proposed agreement with any one or more of the proponents without having any duty or obligation to advise the Proponent or to allow the Proponent to vary its Proposal as a result of such discussions or negotiations with other proponents or changes to the RFP or such proposals or proposed agreements, and, without limiting the general scope of Section 6 of this Appendix 1, the City will have no liability to the Proponent as a result of such discussions, negotiations or changes.

d) Acceptance or Rejection of Proposals

The City has in its sole discretion, the unfettered right to: accept any proposal; reject any proposal; reject all proposals; accept a proposal which is not the lowest-price proposal; accept a proposal that deviates from the RFP Requirements or the conditions specified in the RFP; reject a proposal even if it is the only proposal received by the City; accept all or any part of a proposal; enter into agreements respecting the subject matter of the RFP with one or more proponents; or enter into one or more agreements respecting the subject matter of the RFP with any other person at any time.

6) PROTECTION OF CITY AGAINST LAWSUITS

a) Release by the Proponent

Except only and to the extent that the City is in breach of Section 8.2 of this Appendix 1, the Proponent now releases the City, its officials, its agents and its employees from all liability for

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any Losses incurred in connection with the RFP or the Proposal, including any Losses in connection with:

- (a) any alleged (or judicially determined) breach by the City or its officials, agents or employees of the RFP (it being agreed that, to the best of the parties' knowledge, the City has no obligation or duty under the RFP which it could breach (other than wholly unanticipated obligations or duties merely alleged or actually imposed judicially))
- (b) any unintentional tort of the City or its officials or employees occurring in the course of conducting the RFP process,
- (c) the Proponent preparing and submitting the Proposal;
- (d) the City accepting or rejecting the Proposal or any other submission; or
- (e) the manner in which the City: reviews, considers, evaluates or negotiates any proposal; addresses or fails to address any proposal or proposals; resolves to enter into a Contract or not enter into a Contract or any similar agreement; or the identity of the proponent(s) or other persons, if any, with whom the City enters any agreement respecting the subject matter of the RFP.

b) Indemnity by the Proponent

Except only and to the extent that the City breaches Section 8.2 of this Appendix 1, the Proponent indemnifies and will protect, save and hold harmless the City, its officials, its agents and its employees from and against all Losses, in respect of any claim or threatened claim by the Proponent or any of its proposed subcontractors or agents alleging or pleading:

- (a) any alleged (or judicially determined) breach by the City or its officials or employees of the RFP (it being agreed that, to the best of the parties' knowledge, the City has no obligation or duty under the RFP which it could breach (other than wholly unanticipated obligations or duties merely alleged or actually imposed judicially));
- (b) any unintentional tort of the City or its officials or employees occurring in the course of conducting the RFP process, or
- (c) liability on any other basis related to the RFP or the proposal process.

c) Limitation of City Liability

In the event that, with respect to anything relating to the RFP or this proposal process (except only and to the extent that the City breaches Section 8(b) of this Appendix 1), the City or its officials, agents or employees are found to have breached (including fundamentally breached) any duty or obligation of any kind to the Proponent or its subcontractors or agents whether at law or in equity or in contract or in tort, or are found liable to the Proponent or its subcontractors or agents on any basis or legal principle of any kind, the City's liability is limited to a maximum of \$100, despite any other term or agreement to the contrary.

7) DISPUTE RESOLUTION

Any dispute relating in any manner to the RFP or the proposal process (except to the extent that the City breaches this Section 7 or Section 8.2 of this Appendix 1, and also excepting any disputes arising between the City and the Proponent under a Contract (or a similar contract between the

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City and a proponent other than the Proponent)) will be resolved by arbitration in accordance with the *Commercial Arbitration Act* (British Columbia), amended as follows:

- (a) The arbitrator will be selected by the City's Director of Legal Services;
- (b) Section 6 of this Appendix 1 will:
 - i. bind the City, the Proponent and the arbitrator; and
 - ii. survive any and all awards made by the arbitrator; and
- (c) The Proponent will bear all costs of the arbitration.

8) PROTECTION AND OWNERSHIP OF INFORMATION

a) RFP and Proposal Documents City's Property

- (1) All RFP-related documents provided to the Proponent by the City remain the property of the City and must be returned to the City, or destroyed, upon request by the City.
- (2) The documentation containing the Proposal, once submitted to the City, becomes the property of the City, and the City is under no obligation to return the Proposal to the Proponent.

b) Proponent's Submission Confidential

Subject to the applicable provisions of the *Freedom of Information and Protection of Privacy Act* (British Columbia), other applicable legal requirements, and the City's full right to publicly disclose any and all aspects of the Proposal in the course of publicly reporting to the Vancouver City Council on the proposal results or announcing the results of the RFP, the City will treat the Proposal (and the City's evaluation of it), in confidence in substantially the same manner as it treats its own confidential material and information.

c) All City Information Confidential

- (1) The Proponent will not divulge or disclose to any third parties any non-public documents or information concerning the affairs of the City which have been or are in the future provided or communicated to the Proponent at any time (whether before, during or after the RFP process). Furthermore, the Proponent agrees that it has not and must not use or exploit any such non-public documents or information in any manner, including in submitting its Proposal.
- (2) The Proponent now irrevocably waives all rights it may have by statute, at law or in equity, to obtain any records produced or kept by the City in evaluating its Proposal (and any other submissions) and now agrees that under no circumstances will it make any application to the City or any court for disclosure of any records pertaining to the receipt, evaluation or selection of its Proposal (or any other submissions) including, without limitation, records relating only to the Proponent.

9) NO CONFLICT OF INTEREST / NO COLLUSION / NO LOBBYING

a) Declaration as to no Conflict of Interest in RFP Process

- (a) The Proponent confirms and warrants that there is no officer, director, shareholder, partner, employee or contractor of the Proponent or of any of its proposed

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subcontractors, or any other person related to the Proponent's or any proposed subcontractor's organization (a "person having an interest") or any spouse, business associate, friend or relative of a person having an interest who is:

- i. an official or employee of the City; or
- ii. related to or has any business or family relationship with an elected official or employee of the City,

In each case, such that there could be any conflict of interest or any appearance of conflict of interest in the evaluation or consideration of the Proposal by the City, and, in each case, except as set out, in all material detail, in a separate section titled "Conflicts; Collusion; Lobbying" in the Proposal.

- (b) The Proponent confirms and warrants that there is no person having an interest (as defined above) who is a former official, former employee or former contractor of the City and who has non-public information relevant to the RFP obtained during his or her employment or engagement by the City, except as set out, in all material detail, in a separate section titled "Conflicts; Collusion; Lobbying" in the Proposal.

b) Declaration as to No Conflict of Interest Respecting Proposed Supply

The Proponent confirms and warrants that neither the Proponent nor any of its proposed subcontractors is currently engaged in supplying (or is proposing to supply) goods or services to a third party such that entering into an agreement with the City in relation to the subject matter of the RFP would create a conflict of interest or the appearance of a conflict of interest between the Proponent's duties to the City and the Proponent's or its subcontractors' duties to such third party, except as set out, in all material detail, in a separate section titled "Conflicts; Collusion; Lobbying" in the Proposal.

c) Declaration as to No Collusion

The Proponent confirms and warrants that:

- (a) the Proponent is not competing within the RFP process with any entity with which it is legally or financially associated or affiliated, and
- (b) the Proponent is not cooperating in any manner in relation to the RFP with any other proponent responding to the RFP.

In each case, except as set out, in all material detail, in a separate section titled "Conflicts, Collusion, Lobbying" in the Proposal.

d) Declaration as to Lobbying

The Proponent confirms and warrants that:

- (a) neither it nor any officer, director, shareholder, partner, employee or agent of the Proponent or any of its proposed subcontractors is registered as a lobbyist under any lobbyist legislation in any jurisdiction in Canada or in the United States of America; and
- (b) neither it nor any officer, director, shareholder, partner, employee or agent of the Proponent or any of its proposed subcontractors has engaged in any form of political or other lobbying whatsoever with respect to the RFP or sought, other than through the submission of the Proposal, to influence the outcome of the RFP process,

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In each case as set out, in all material detail, in a separate section titled "Conflicts, Collusion, Lobbying" in the Proposal.

10) NO PROMOTION OF RELATIONSHIP

The Proponent must not disclose or promote any relationship between it and the City, including by means of any verbal declarations or announcements and by means of any sales, marketing or other literature, letters, client lists, press releases, brochures, web sites or other written materials (whether in print, digital, electronic or other format) without the express prior written consent of the City. The Proponent undertakes not to use the name, official emblem, mark, or logo of the City, including without limitation, "City of Vancouver", "Vancouver Police Board", "Vancouver Public Library", "Vancouver Park Board", "Vancouver Board of Parks and Recreation", or any other reference to any of the foregoing, without the express prior written consent of the City.

11) GENERAL

- (a) All of the terms of this Appendix 1 to this Proposal Form which by their nature require performance or fulfillment following the conclusion of the proposal process will survive the conclusion of such process and will remain legally enforceable by and against the Proponent and the City.
- (b) The legal invalidity or unenforceability of any provision of this Appendix 1 will not affect the validity or enforceability of any other provision of this Appendix 1, which will remain in full force and effect.
- (c) The Proponent now assumes and agrees to bear all costs and expenses incurred by the Proponent in preparing its Proposal and participating in the RFP process.
- (d) The Proponent consents to the City contacting any references named by the Proponent in the Proposal.

AS EVIDENCE OF THE PROPONENT'S INTENT TO BE LEGALLY BOUND BY THIS APPENDIX 1, THE PROPONENT HAS EXECUTED AND DELIVERED THIS APPENDIX 1 AS AN INTEGRAL PART OF ITS PROPOSAL FORM IN THE MANNER AND SPACE SET OUT BELOW:



Signature of Authorized Signatory for the Proponent

09/11/15

Date

JOSH SQUIRE, CEO

Name and Title



Signature of Authorized Signatory for the Proponent

09/11/15

Date

JOSH SQUIRE, CEO

Name and Title

GENERAL

Design Approach

CycleHop has years of experience developing and testing bike share equipment. We have worked with various systems including smart docks, smart bikes, smart locks, and electric bike share systems, as such we understand the benefits and challenges of each product.

For Vancouver we are recommending Smoove's bike share equipment as it is a proven and robust solution, has unique smart engineering features, is easy and intuitive to use, it is flexible for siting configurations, and has a slick urban design. All of this at a very competitive price.



SMOOVE PROPRIETARY SYSTEMS

Smoove has reimagined urban bike share programs through two core innovations, our patented "Brains on Bikes" and "Fork Lock" technologies. These breakthroughs ensure a smooth, hassle-free experience for riders and a reliable, safe, and cost-effective product for operators.

Please see Section E of our proposal for more detailed information about all elements of the Smoove system:

- Bicycle features, design options, sponsor spaces
- Kiosk features, design options, sponsor spaces
- Dock configurations, installation, and benefits
- Web/mobile/enterprise hardware and software

**THE SMOOVE BOX ▲**

The Smoove Box is what we refer to as "Brains on Bikes" – a waterproof control box located on the handlebars that contains an RFID card reader and numeric keypad. Members simply tap their card on the Box to unlock the bike (with an option to enter a pin code for members who want added security). Casual riders (non-members) simply obtain an access code from the kiosk or their mobile phone, then enter the code directly on the bike keypad to unlock it. An internal battery is continuously charged by riders using a hub dynamo system, providing a minimum battery life of 3 years (and the cost of replacement batteries is negligible).

SMOOVE FORK LOCK & DOCKS ►

Smoove has developed a proprietary locking system to meet the demanding needs of the bike share industry.

- Fork Lock system secures bikes in docks using dual locking pins
- Provides an internal cable lock for securing bike when out riding
- Strong, secure and reliable for all weather conditions
- Eliminates the need for costly RFID readers on docks
- Bikes are always accessible as passive docking posts don't require electricity
- Reduces theft and deters vandalism
- Expensive RFID readers on docks have been eliminated
- Docks can be easily installed, removed and relocated as they are freestanding



BICYCLES

Smoove, a bike share industry leader and product innovator since 2005, forges top quality systems that create an amazing user experience. They are experts in bike design, technology, and sustainable transportation for urban environments. Smoove has implemented bike share programs in 21 cities around the globe.



Smoove bicycles are safe, reliable, and durable for all weather conditions. The enclosed drive train and fenders protect the bicycle from damage due to inclement weather. The bicycles are comfortable and adjustable to accommodate all riders without tools, and feature flat pedals, puncture-resistant tires, and a kickstand for convenience. All Smoove bicycles can be equipped with GPS.

Smoove bicycles use proprietary technology and parts that are incompatible with other bikes to deter theft. They include automatic lights and reflectors to keep riders safe on roads and in nighttime conditions and a reliable and intuitive braking system.

The front basket allows the rider to conveniently carry cargo including a typical briefcase, laptop bag, or grocery bag. The basket also provides an excellent space for sponsorship and advertising, with panels that can be quickly and easily changed out to reflect current sponsors.

Smoove has developed a proprietary locking system to meet the demanding needs of the bike share industry:

- Fork Lock system secures bikes in docks using dual locking pins
- Also provides an internal cable lock for securing bike when out riding and away from docks
- Strong, secure and reliable for all weather conditions
- Eliminates the need for costly RFID readers on docks
- Bikes are always accessible since passive docking posts don't require an electrical connection to unlock
- Reduces theft and deters vandalism

Smoove offers three types of bicycles to choose from:

1

This bicycle is the same manufacture as the Seattle and Miami bikes



2

This bicycle option is similar to the one used in Moscow and many other cities in Europe.



3

This bicycle is the same manufacturer as the Seattle and Miami bikes



STATIONS

The Smoove docking system is attractive, cost-effective, space-saving, and modular. It is a flexible, scalable system that will allow for changes in system size and scope. The racks are easy to install and move, and will easily accommodate changes in bike technology. Smoove docking posts offer significant advantages over competing systems:

- No electricity required thanks to the Fork Lock system
- Expensive RFID readers on docks have been eliminated, saving money and maintenance costs and eliminating the risk of system-wide outage during a power failure
- Dock bases are available in both single- and double-sided configurations
- Docks can be easily installed, removed and relocated as they are freestanding, not fixed installations; they have a small, flexible footprint that can accommodate various types of spaces on sidewalks or roadways and do not impede vehicular or pedestrian movement.
- The system is easily expandable and can accommodate any system size

Smoove docking stations can display information regarding laws, safety, maps, and the PBS system and instructions for reporting problems visible in all lighting conditions. The Smoove technology immediately notifies the operator of any out-of-service bikes and prevents users from checking out inoperable bikes.

SMOOVE OFFERS THE FOLLOWING DOCKING OPTIONS:

No wires required between kiosk and docks or between docks and docks

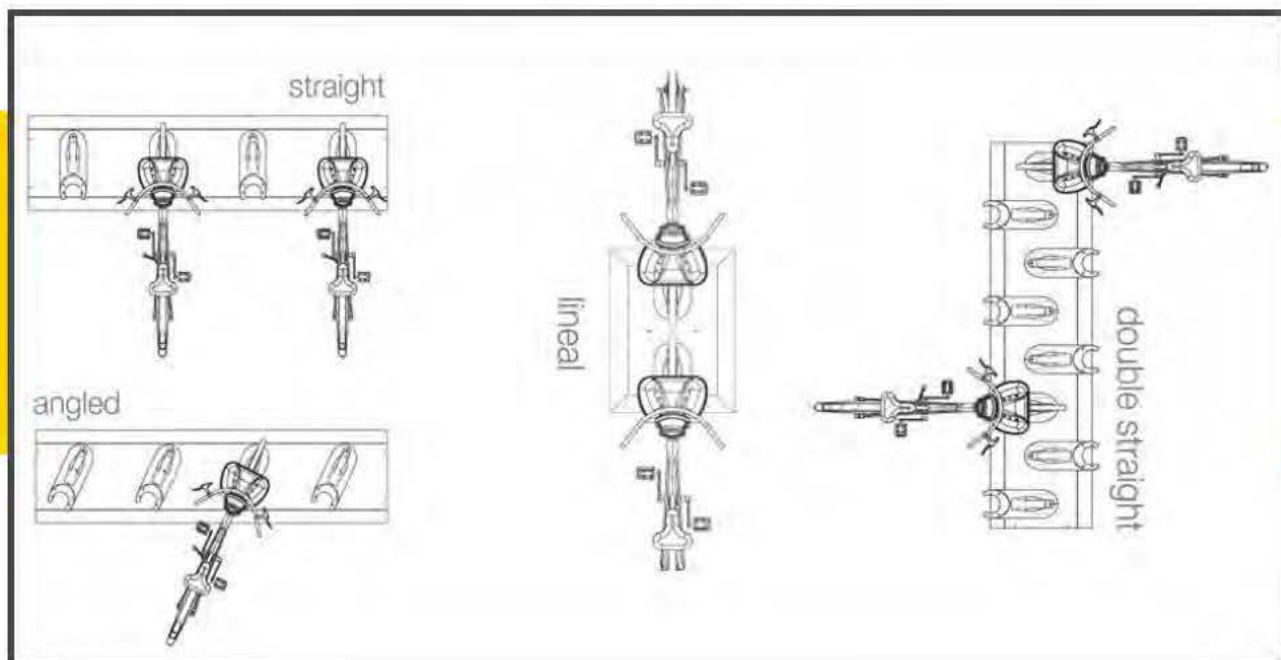
- Expensive RFID readers on docks have been eliminated
- Docks can be easily installed, removed and relocated as they are freestanding
- Siting is easier and getting around trees doesn't require channels



MULTIPLE STATION CONFIGURATION OPTIONS:

No wires required between kiosk and docks or between docks and docks

- Expensive RFID readers on docks have been eliminated
- Docks can be easily installed, removed and relocated as they are freestanding
- Siting is easier and getting around trees doesn't require channels



ADDITIONAL RACK OPTIONS:



TERMINALS

Smooove also offers solar powered payment kiosk with or without helmet dispensing. The kiosk is optional. The kiosk is optional as casual users can rent a bike via smartphone. However Smooove offers a payment kiosk with their partner Parkeon.

The Parkeon terminals are tested and proven, durable, weather-resistant, and can accommodate the Kranium helmet dispensing technology. Smooove/Parkeon kiosks are also PCI as well as Chip and Pin compliant.



In addition to the Parkeon kiosk CycleHop offers the following kiosk options:

The CycleHop payment kiosk include a touch screen, card reader, card dispenser, map/sign display, and capacity to accommodate the Kranium helmet dispensing system.



WARRANTY

CycleHop and Smoove offer industry standard warranty for the bicycles and stations. Five year warranty on the bicycles and stations, excludes wear and tear, three year warranty on electronics.

ACCESSING A BIKE

There are multiple ways to signup and access the bikes:

1. Online through the website
2. Via smartphone by downloading the mobile app
3. In person at a station kiosk (optional)
4. In person at partner locations

1 Signing Up Options



2 Accessing the Bike



3 Stop & Shop



4 Returning the Bike



OTHER

Smoove is the first bike share company on the globe to successfully implement membership cards with transit cards. This resulted in wide adoptability and ridership.



- Bike Share
- Transit
- Student and Corporate ID's



In addition to card integrations Smoove offers users to sign-up with their smartphone via app or website.

How does Smoove compare to other products?

CycleHop has had the opportunity to operate both 'Smart Dock' and 'Smart Bike' systems, and in fact we are one of the largest SoBi system operators in North America. After operating both systems it is our opinion that the Smoove product is more intuitive, user friendly, and reliable than the SoBi system. Here are some key advantages of the Smoove system:

- The customer interacts with the bike in the front and not the back of the bike like SoBi
- The rental is quick and easy, the customer just scans card, enters pin and pulls the bike out of the dock
- The dock and lock is easy and intuitive, the customer just rolls the bike in
- The lock is built into the bike and doesn't detach like the SoBi U-bar
- When the bike locks to the dock it also reads the dock RFID and confirms locations and locking. The SoBi system currently doesn't detect and verify that the bike is locked to rack. There is no way for the operator to know if the bike is secured.
- On occasion the SoBi bicycles report location away from the actual locations, it is not 100% accurate and less accurate in dense city environment.
- The Smove system doesn't require a cellular connection on each bike like the SoBi bike, it communicates via radio with the kiosk or sign, this results in lower monthly fees per bike.
- Finally the aesthetics of the Smoove system are in-line with Vancouver's Streetscape more so than the SoBi product, as the bikes line up nicely and don't fall over or end up on different sides of the rack.

In comparison to other products like B-cycle, 8D, and other 'Smart Dock' systems the Smoove stations are more versatile as no wiring is required between docks and kiosk or docks and docks. It is also more cost effective to have tech on the bikes as there are twice as many docks than bikes.

The Smoove bike has also solved the "dock block" as it allows users to lock the bike within 100 meters of the station to a public bike rack. And offers double security away from the docking station: the first is a cable lock that locks to the bike and doesn't require a key, and the second is a handlebar lock that prevents you from taking the bike in the event that you cut the cable lock. This technology is similar to motorcycles security and has proven to be very robust

Advantages of the Smoove Hybrid System

TYPE	Fixed Station	Smart Bike	Hybrid
EXAMPLE	Bixi, B-cycle, 8D	Social Bicycles	Smoove
Fixed hub locations	YES	YES	YES
System tracking with real-time GPS or triangulation	NO	YES	YES
Double-sided docking	YES	NO	YES
Spatial maximization when docking against buildings	YES	NO	YES
Doesn't require direct sunlight to charge bike computer	YES	NO	YES
Convenient user-facing rental panel	NO	NO	YES
Doesn't require wiring between docking stations and kiosk	NO	YES	YES
Doesn't require cellular connection on each bicycle	YES	NO	YES
Enclosed front basket with advertising assets	SOME	YES	YES
Locking mechanism can't be used to injure user	YES	NO	YES
Users can locate and reserve bikes in advance	NO	YES	YES
Registration and payments can be made from the web or mobile device	SOME	YES	YES
RFID card access on bike	SOME	YES	YES
Can locate stolen bicycles	NO	YES	YES
Can wirelessly disable individual bicycles	NO	YES	YES
One-button repair reporting on each bicycle	NO	YES	YES
Docking Verification	YES	NO	YES
Convenient smartphone app to locate bikes and stations	SOME	YES	YES
Flexibility to lock bike outside of stations during trip duration	NO	YES	YES
Predictable station location/no floating bikes	YES	NO	YES
Walk-up registration and payment kiosk	YES	YES	YES

GENERAL

Compliance with all applicable statutes

The CycleHop/Smooove solution will encourage people to wear helmets and follow the law. In addition we plan to educate customers and make it easy for them to access a helmet at multiple points during the purchase process and at or near the stations.

We also will work closely with law enforcement to enforce and comply with local helmet laws.



Overview of Helmet Strategy

Our strategy is to:

- Make it easy for consumers to access and wear a helmet through adopting our kiosks to dispense helmets. And provide waterproof one size fits all helmets inside the front bike basket.
- Work closely with helmet manufactures to create a perfect bike share helmet.
- Offer helmets at an affordable price point that are also attractive and safe to use
- Reduce helmet cost to consumers through sponsorship.
- Reward users for wearing a helmet.

To dispense the helmets from the payment kiosk we can work with Kranium Design as they have developed a helmet dispensing unit that can integrate with almost any bike share kiosk. They also offer stand alone kiosks.

ACCESS

The helmets can be accessed at multiple locations:

- During membership purchase online: locals can elect to pick up a helmet from CycleHop or a local bike shop. The helmet cost will be included in the membership price in the event that they don't have a helmet already.
- Walk-up customers can obtain a low cost helmet from the payment kiosks or from nearby partner shops. The kiosk screens will prompt them and ask if they have a helmet or need to purchase one.
- We can attach a waterproof durable helmet inside the bike basket with a cover lid. These helmets will be sponsored and free to consumers.

Helmet

CycleHop has been talking with 3 helmet companies that are developing specific helmets for the bike share industry.

1. This helmet is expandable and water resistant. It also has no shell and is still usable if dropped.



2. This helmet is collapsible and disposable



2. This helmet is disposable and recyclable



All three of these helmets are in the process of coming to market in 2016.

Helmet Distribution System

Helmet dispensed kiosk from Kranium Design



WARRANTY

The helmets don't have a warranty but can be exchanged if defective. The kiosk helmet dispenser kiosk is under warranty for 5 years, but some of the technology is licensed by subcontractor vs. owned by vendor or City.

OPERATING PROCEDURES, PROCESSES, AND POLICIES

Tracking of Helmets:

Helmets sold online or at kiosk can be tracked live on the web via software

Collecting Used Helmets:

CycleHop bike checkers will replenish and replace helmets as needed

Cleaning and Inspecting Used Helmets:

Not applicable for the kiosk helmets as they will be sold. If we implement the sponsored helmets in the bike baskets we will clean and disinfect daily on the spot.

Distributing Helmets:

Our bike checkers will distribute helmets as part of their duties. We also may hire a dedicated person per shift to deal only with helmets.

OVERVIEW: HELMET OPERATIONS/MAINTENANCE TASKS

	Task	Responsibility	Annual	Semi-Annual	Monthly	Daily	As Needed
1	Distribute helmets	Station Balancers				✓	✓
2	Clean Helmets	Bike Checkers				✓	✓
3	Sell Sponsor Helmets	Sponsor partner: Score Marketing or Kranium	✓				

GENERAL

All the necessary technology to implement and manage the system will be provided by CycleHop. This includes:

- Consumer facing website
- App
- Backend operations software
- Technology on-bike
- Technology on-kiosk
- Reporting

CycleHop is passionate about elements that improve quality of life. These interests range from bicycling and complete streets to information transparency and open data.

As a team that is dedicated to operating a program that maximizes the benefit of bike share and works at the forefront of technology, we are willing and committed to making the bike share data publicly available for use by researchers and developers. This data will not contain any private or personally identifying information. Access will be available for use by the public through our system's API and/or website.

This data will also be accessible to those who would like to generate reports and applications regarding systems capacity to host the first ever

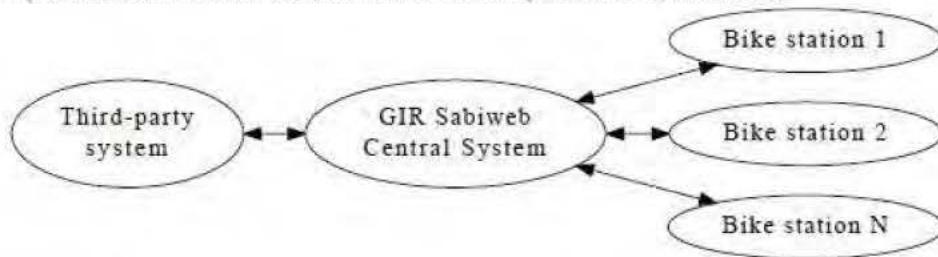


SYSTEM ARCHITECTURE

A GIR SabiWeb system is composed of:

- Multiple bike stations, where customers take and return bikes.
- A central system, communicating with bike stations to handle customers authorizations and bikes movements.

A third-party system always exchanges information with GIR SabiWeb central system, and doesn't communicate directly with bike stations.



HARDWARE

The Smoove system includes the following hardware components:

- Smoove Box on each bike
- Smoove kiosk
- Smoove station

SOFTWARE

The Smoove system includes the following software components:

- Smoove middleware
- Smoove server and payment system
- Smoove website & app
- Smoove operator system

REAL-TIME USAGE INFORMATION

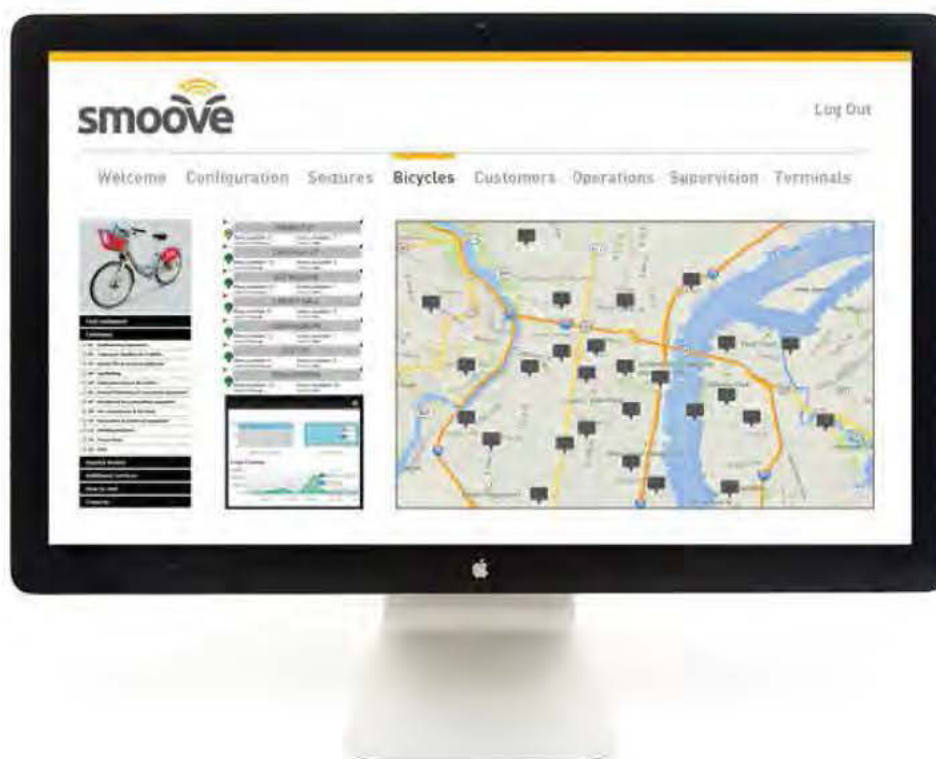
Website/Mobile Access

Users will be able to find a station and bike online or via app in live mode, as well as register and purchase memberships and update account information among other functionality.

Open Data Platform

All data listed in this section shall be made available via publicly accessible Application Programming Interface (API) that adheres generally to the principles of REST design. The API platform will be included as part of the Central Computer System. The API must return data formatted using the JSON format, and may optionally make it available in additional format such as XML.

Additionally, summary information (which aggregates the specific data elements listed below) may be made available via a web page (or pages). The design, layout and content on the web page (or pages) may change to display modified or additional information as deemed necessary by the city of Vancouver.



MAINTENANCE

CycleHop operations team will be able to track live availability of bikes and docks as well as configure settings, pricing plans, handle customer service issues, enable and disable equipment as needed, and configure stations all from the Smoove backend software.

A: LOCATING BICYCLES

When a bike is checked in or out, as triggered by its status of contact with the dock, the Smoovebox sends a message to the central server.

When the central system receives a message from the bike, its status is updated instantly. Information displayed by central system is a real time view of the situation on the street. With this message exchange process, the central system is aware of the bike's status as in rental or in station. If a bike is in station, the central system displays bike's station and the docking point. The bike's station computer is also aware of its docking point and can display it on the user interface if a rental is made from the kiosk.

B: DETERMINING LOST INVENTORY

The central system is aware of each bike's departure. When a rental exceeds a maximum time threshold (as determined by the operator and currently set at 24 hours), the system creates an alert for this rental. The maintenance team is informed of all the rentals that exceed maximum rental time in real time, allowing them to begin a recovery protocol that includes contact with the last registered user and location tracking. If the bike is returned to a station, the alert is cancelled by the system.

If the bike cannot be recovered, the operations team will convert the bike status from operational to "lost" and follow lost bike protocol.

C: TRACKING MILEAGE FOR MAINTENANCE

Each Smoovebox is connected to a dynamo within the bike. Thanks to this connection Smoovebox exactly knows the number of miles accumulated during each rental period. When the bike is returned to a station, the Smoovebox sends a return message with distance travelled to the central server.

The operations team can view and report how many rides/miles each bike has taken by creating a filter on the rental history to extract only rentals from one bike. Maintenance alerts will be structured to alert the service team when a bike has reached a pre-set mileage or ride milestone.

D: DISABLED BIKES

Designated operational staff can disable bikes in station via communication from the central server or with contact from the on-street service team members carrying a maintenance card. These disabled bikes will be made unavailable to customers, but can be undocked for service by maintenance staff. All bikes disabled in station can be found in the central server by using a filter on the bike list. The operations dashboard can display the station and docking point of disabled bikes.

When a bike has a disabled dynamo, the central system detects it automatically as a return. If the distance traveled by bike on return is 0, the system assigns the bike a special status and alerts the operator of its location using a triangulation protocol. All bikes in this status can be found in the central server by using a filter on bike list.

E: RIDERSHIP & EQUIPMENT REPORTS

A central database of real-time data will feed an analytical dashboard that is capable of displaying graphical information and also simplified raw data in a spreadsheet format. By identifying the specific range of bicycles, the period of time to be analyzed, and finally selecting the format type for output, the operator can quickly create and export reports that feature information on the usage and miles traveled on a system wide and bike-by-bike basis.

F: SHUTDOWNS

To shut down an individual station, the system administrator can change the parameter of the station's terminal to test mode. In test mode, only maintenance staff are allowed to rent a bike. However all returns are available.

To shut down the whole system temporarily, all stations need to be switched to test mode.

G: PRICING INCENTIVES

Designated system administrators can temporarily change pricing on a station-by-station basis, with the ability to affect system-wide pricing, from the backend management platform.

UPDATES AND UPGRADES

CycleHop and Smoove will be responsible for all system updates and upgrades.

HOSTING, DATA STORAGE, SECURITY, AND INTERFACES

CycleHop and Smoove will be responsible for hosting customer and system data as well as consumer website. We will utilize a third party secure servers with backup systems. Smoove software can provide API's for certain functions and system data access.

LICENSING

CycleHop and Smoove will provide a license to the City and access to source code in the event that they can no longer service the system.

SYSTEM FUNCTIONALITY

CycleHop will provide a custom branded website for the Vancouver program that will include the following information and functionality:

PERMANENT CONSUMER SITE

As part of promoting, managing and tracking data for the bike share program, we will develop an industry-leading consumer website. The site will:

- Tout system / bike share features and benefits
- Concisely convey information about pricing, stations, riding, locations, and how it works
- Promote program/biking benefits that encourage ridership
- Integrate targeted messaging to drive action and encourage participation
- Enable customers to take action (memberships, trials, promotions, events, etc.)
- Provide a forum for customer feedback
- Provide information and benefits for corporate programs, encourage corporate participation
- Integrate social media and news content to cross-promote through multiple platforms
- Employ best practice coding and design to optimize search engine recognition, no Flash usage
- Generate analytics to gauge effectiveness of programs and promotions to constantly improve the site

The website will have the following content areas, plus many more:

- General information about the bike share program, pricing, FAQs
- A page for joining the bike share program and purchasing memberships
- Live information about bike/station availability
- "My Ride" section to track rider information, statistics, and billing history
- Social media integration, news and events
- Safe riding section
- Sponsorship page
- Storefront for branded retail goods

MEMBER SIGNUP

To register for an annual membership on the website, users should follow this simple step-by-step process:

1. Go to our homepage
2. Click the "Register Now" link clearly denoted on the homepage
3. Select "Annual Membership" from the drop-down menu
4. Enter personal contact information, including gender, date of birth, address, and email address, and click "Next"
5. Enter payment information (payment options include credit card, debit card, and PayPal)
6. Review "Terms of Service/Rental Agreement" and check "Agree", then click "Next"
7. The personal and payment information that has been entered up to this point will be displayed with the option to "Edit" or "Submit"
8. Click "Submit"

WEBSITE ATTRIBUTES

Program Information

Users will be able to sign up online through an intuitive website easily navigable on all devices and browsers, and will also be able to access real-time information about the system and bicycle, dock, and helmet status at various locations. Additionally, the website will display information regarding bicycle safety, laws, and local resources.

Customer Service

Customer service information, including contact phone numbers and email addresses, will be prominently displayed on the website. Users will have the option to contact the system operator, report problems, and suggest improvements. Periodic customer surveys will collect data on customer satisfaction and the system's ease of use and convenience.

System Data

DATA STRUCTURE

Station Status

For each active station in the system, the following data should be provided:

- Station Number or Identifier
- Station Name
- Station Address
- Station Coordinates (Latitude / Longitude)
- Station Payment Terminal Availability (Does the station have the ability to process credit/debit cards?)
- Station Terminal Availability (Is the station terminal working?)
- Installed Date
- Station Status (Open / Closed)
- Station Docks Total
- Station Docks Available
- Bikes Currently Available
- Broken Bikes at station (if any)
- Last communication with Central Computer System
- Last update from Station

Ridership

- Number of trips per Month
- Trip Origin/Destination by Municipality
- Trip Origin/Destination by Station
- Trips per Time Interval
- Percentage of trips per time interval
- Miles Traveled per Month

Fleet Performance and Safety

- Bicycles in Service
- Fleet Maintenance (Number of Bikes Inspected/Repaired) per Month
- Bicycles Damaged per Month

Membership/Pass Status

- Total Number of Users
- New Members

Customer Service Data

- Stations Full or Empty - Number of Instances
- Stations Full or Empty - Time Interval
- Stations Full or Empty - Percentage of Instances per Time Interval
- Stations Full - Instances of Additional Time Granted
- Stations Full - Total Number of Extra Minutes Granted
- Rebalancing - Number of Times Bicycles Picked up and dropped off at Stations
- Customer Service Calls - Number of Incoming Calls and Lost Calls

Trip Duration Data

- Trip / record identifier
- Start date & time
- End date & time
- Start station location
- End station location
- Bike number
- Membership / user type

Personalised User Pages

Users will have the ability to create personalized pages that track their ridership information, including kilometers traveled, calories burned, time on a bike, etc.

MOBILE ACCESS ATTRIBUTES

The mobile website will have most of the same functionalities, and will allow users to sign up for and access their accounts, find and access a bike, and more. We also plan to integrate with third party transit apps that are serving multiple transit modes.



TIMELINE

The CycleHop team is confident in their ability to implement Vancouver's bike share program within six months of contracting date by late spring or early summer 2016.

A typical large scale bike share implementation can take 6 to 9 months from the time of contracting to launch. However, if funding from a sponsor is required it may extend the implementation timeline. Other factors that may impact timelines are siting and permitting.

We will begin sponsorship sales immediately upon issuance of letter of intent to contract with us.

The following table represents the milestones required for implementation:

	Launch Start-up Phase / Month*	1	2	3	4	5	6
Siting Locations							
1.0	Station Types/Sizes Documentation	X					
1.1	Siting Strategy	X					
1.2	Station Siting Criteria and Details	X					
1.3	Develop Siting Package and Process	X	X				
1.4	Submit Station Plans to City		X	X	X		
1.6	Location Preparation				X		
Marketing & Public Outreach							
2.0	General Information Brochure			X			
2.1	Develop Pre-Launch Marketing Campaign	X	X	X			
2.2	Begin Public Outreach			X			
2.3	Brand Development	X	X				
2.4	Develop Bike Station Signage & Maps			X	X	X	
2.5	Business & Community Outreach			X	X	X	X
2.6	Publish Final Location Map						X
2.7	Launch Website, Mobile App, and Social Media						X
2.8	Launch Events						X
Operations (Launch)							
3.0	Hire Core Launch Team		X				
3.1	Lease and Build Out HQ/Maintenance Center		X				
3.2	Setup Payment Kiosk Software				X		
3.3	Setup Back Office Software				X		
3.4	Develop Local Operational Procedures				X	X	X
3.5	Start System Test (2 stations, 10 bikes)				X		
3.6	Hire and Train Operational Staff			X	X		
Equipment							
4.0	Order Bike Share Equipment and Parts	X					
4.1	Finalize Bicycle Colors	X					
4.2	Order Tools	X					
4.3	Order Distribution Vehicles	X					
4.4	Order Membership Cards			X			
4.5	Receive and Install Demonstration Stations				X		
4.6	Receive and Assemble Stations						X
4.7	Station Street Installations						X
4.8	Receive and Assemble Bicycles						X
4.9	System Testing						X
4.10	System Launch						X

* Numbers indicate months following the effective date of operations contract.

GENERAL STATION SITING AND RELOCATION PRINCIPLES

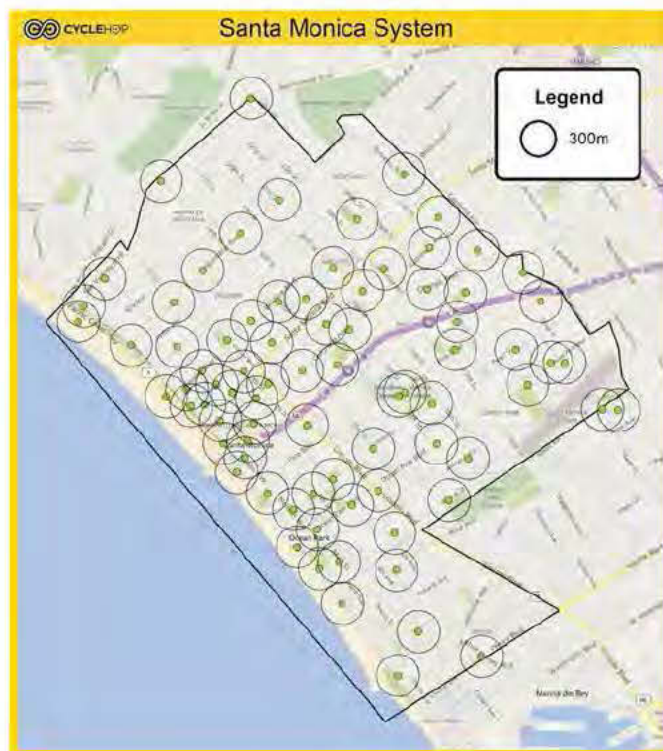
CycleHop has performed site analyses for bike share programs in many cities, most recently 150 stations in Santa Monica, California. We utilize detailed feasibility studies to evaluate the most appropriate locations for bike share stations, based on data such as: population and work density, proximity to other transit options, existing bike infrastructure, activity centers, popular destinations, parks, employment centers, traffic volumes, topography, etc. We work with city agencies, institutions, private landowners, and community members to secure support, permits, and leases necessary for a comprehensive and efficient bike share system.

Ideal station locations will be convenient to employment centers, commercial and retail activity, major institutions, schools, tourist attractions, and higher density residential areas, and will connect conveniently with existing transit lines. Stations will be located so as to form a contiguous network, making it easy to access and drop off bikes. Stations will be located at a high density in the downtown area and expand into nearby neighborhoods and corridors.

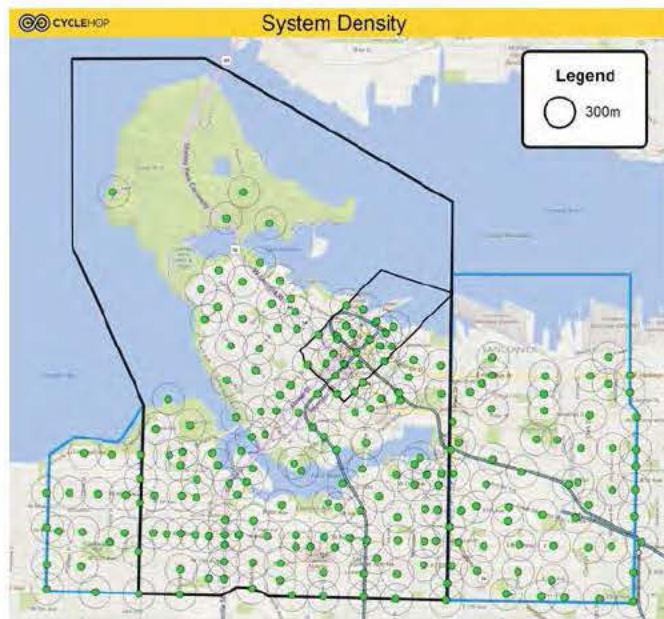
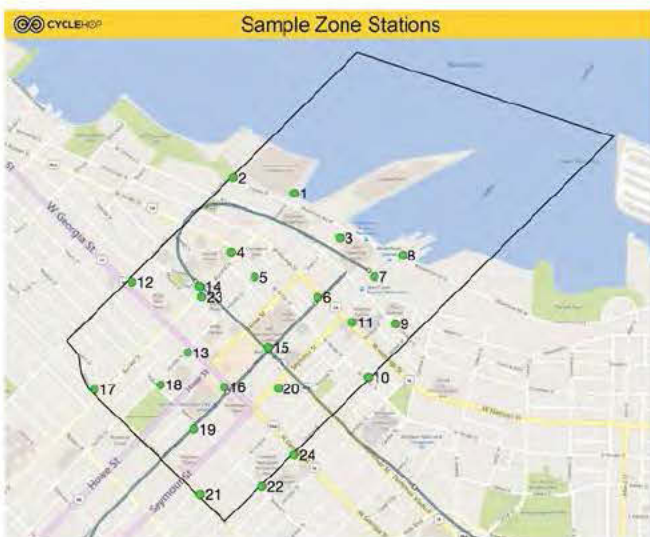
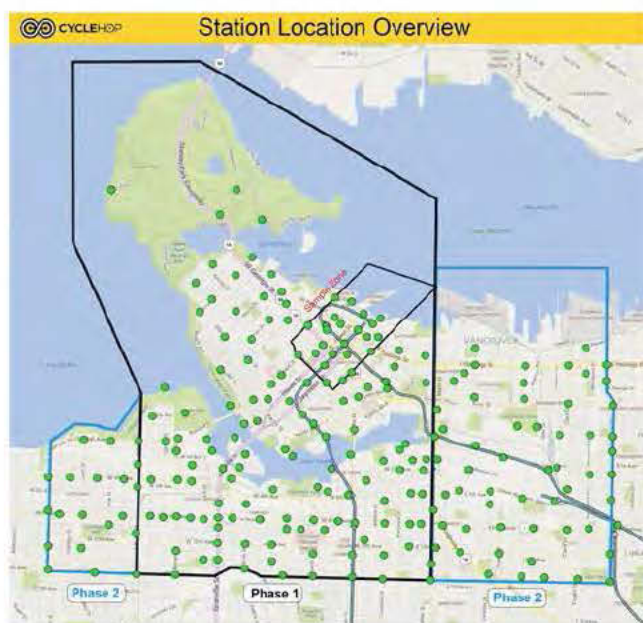
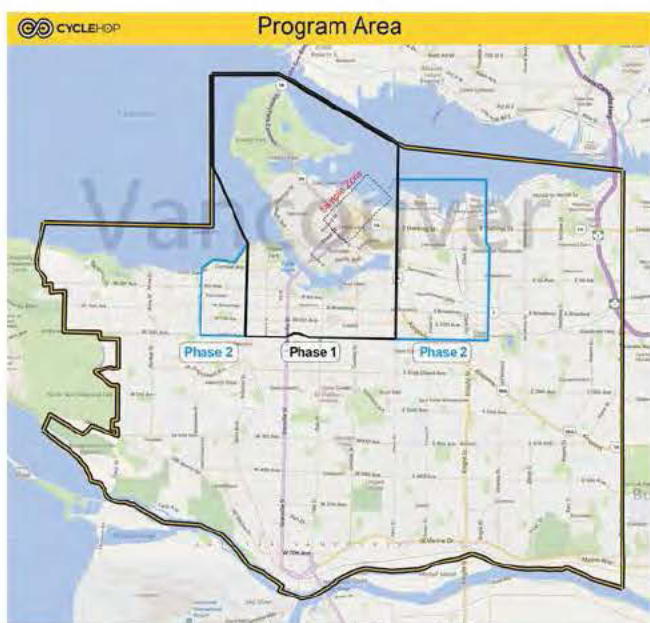
An ideal service area will cover the most popular and well-traveled areas of town, helping to solving the first-mile/last-mile dilemma by integrating with the existing public transit network and providing a lower or comparably-priced alternative to other modes of mobility.

Ideal Placement Concepts

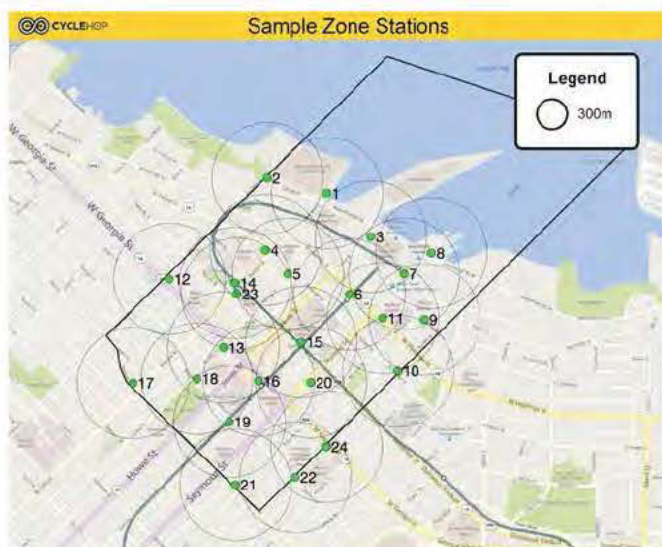
- Public space (on-street and off-street)
- Safety for cyclists, pedestrians, and motorists
- Near existing bicycle infrastructure and on streets that are safe for bicyclists
- At popular destinations where people work, study, shop, dine, and play
- Near transit hubs
- Minor arterials with slower traffic speeds
- Variety of land uses nearby



VANCOUVER PROGRAM SITING

**System Density**

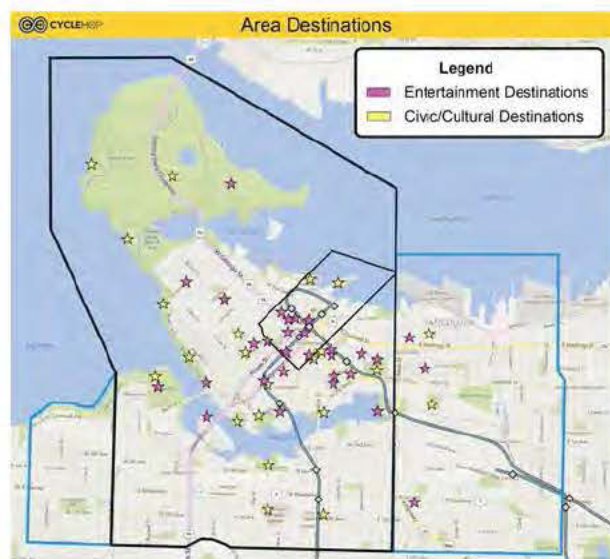
In preliminary station placement across phase I and II zones, a catchment area of 300m was maintained in areas with a high level of activity centers and residential population. Maintaining a high system density is key to helping users start and end trips close to their desired points of departure and end-destination.



Sample Zone Stations

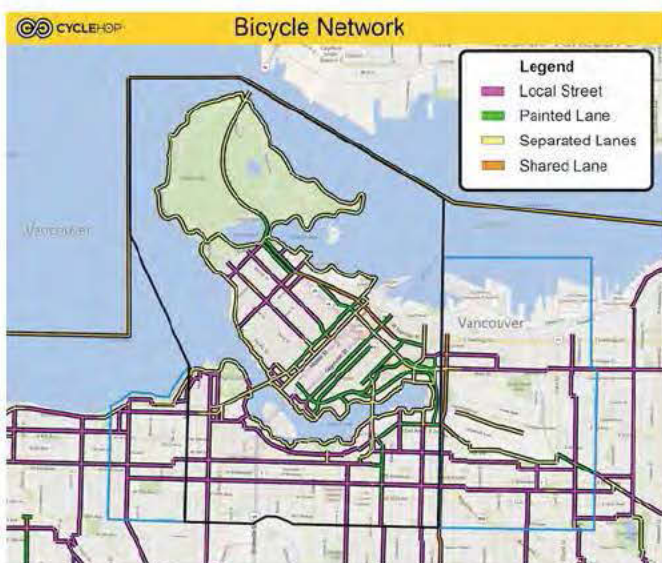
Stations in the sample zone were chosen to maintain a walk-shed of 300m to bike share.

Adequate station density is important to ensure that bike share is a convenient and available option for users. Stations are located at major activity centers and transit connection points.



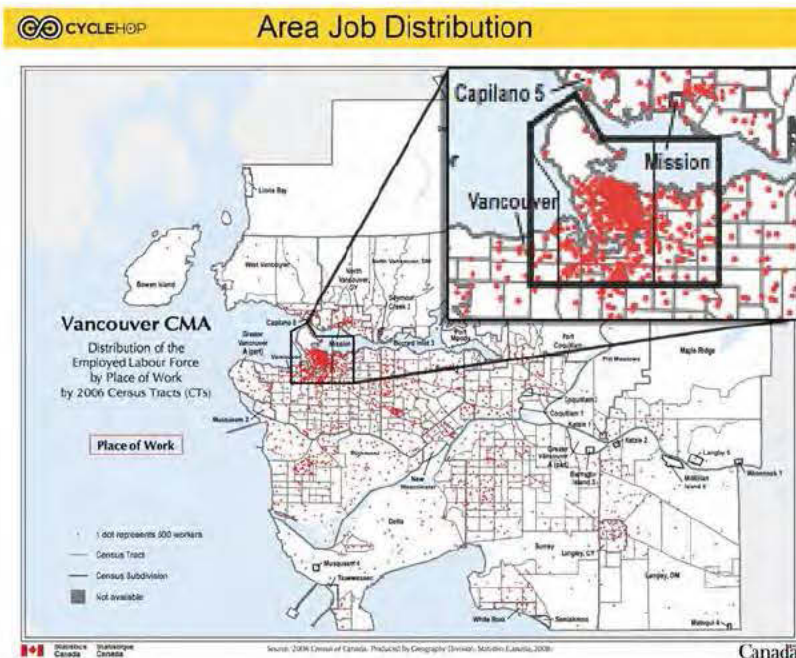
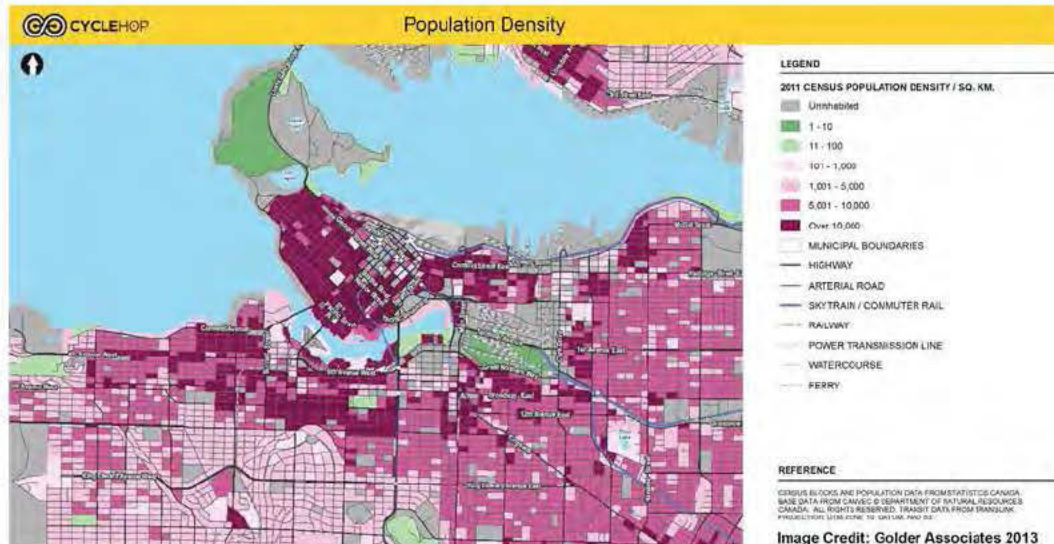
Area Destinations Map

Identifying where people go is an important part in anticipating how the system will be used. Some users may check out a bike by an office or hotel and ride to a destination; a favorite restaurant, museum, grocery store, movie theater, or university. With bike share, users find that they can travel farther and faster than they can on foot. This means more choices on a lunch break or the opportunity to explore a new part of town.



Bicycle Network

The City of Vancouver acknowledges the value of cycling as a key element of the city transportation system. The growth of the bicycle network with emphasis on high-quality, low stress routes has played a major role in the increasing number of area residents and visitors that choose to make everyday trips, including work commutes, by bike.



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STATION LOCATION FORMS

1

REQUEST FOR PROPOSAL NO P30150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT
APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Burrard St and Canada Place St			
	North	South	West	East
Photos (numbered):	North-Sidewalk and plaza on Canada Place St			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other: Two locations. 20m Bikes station abutting convention centre westerly from entrance
Second location on plaza east of bike lane Part of lands are Province of British Columbia Seaside Path branch passes through this area

For locations on On-Roadway, complete the following table, as applicable

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
--------------------------------------	-----------------------------------	----------------------------------	---	--------------------------------------

☐ Other A high traffic area for pedestrians-Seaside Path, convention goers, hotels

July 17, 2015

B-6

REQUEST FOR PROPOSAL NO P30150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 25m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Sufficient room for expansion

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Curb lane

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles
	<input type="checkbox"/> Wayfinding Stands
	<input type="checkbox"/> Parking Meters
	<input type="checkbox"/> Bike Racks
	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access
☐ Rapid Transit Station
☐ Bus Stop
☐ Bike Lane
☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)
Other
Street Use
☐ Bus Shelter with Advertising
☐ Bus Shelter with No Advertising
☐ Sidewalk Patio
☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance
☐ Utility Boxes
☐ Trolley Wires
☐ Grates/Catch basins
☐ Tree Canopies
☐ Surface (e.g. grass, gravel, concrete, etc.)
☐ Slope/Grade Issue
☐ Other

July 17, 2015

B-6

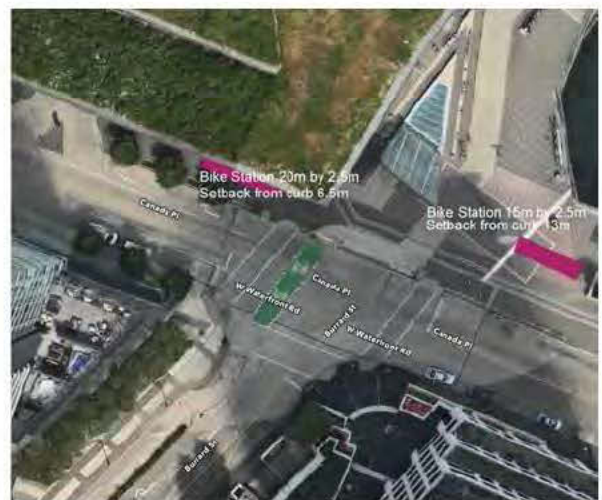
REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

1

REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets: Burrard and Canada Place Sts
Bike Station Location: 2 Locations, North Side of Intersection, East and West of Conference Centre



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2

REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Thurlow St and Canada Place St
Photos (numbered):	North South West East On sidewalk on Canada Place St in direction of stairs to seawall

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard <input type="checkbox"/> Plaza	<input type="checkbox"/> Park	<input type="checkbox"/> Park	

☐ Other:

For locations on On-Roadway, complete the following table, as applicable

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other Tourism traffic to the seawall Business traffic to the seaplane terminal, connectivity to the convention centre and eateries Apartment, hotels, and retailing within a few blocks

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length 29m Width 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment Expansion possible

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment Canada Place St

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree <input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate <input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant <input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other	<input type="checkbox"/> Poles/Sign Poles <input type="checkbox"/> Other Seating, utility box

6. What other factors may affect a Station at this location?

Movement/Access

- Rapid Transit Station
- Bus Stop
- Bike Lane
- Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- Bus Shelter with Advertising
- Bus Shelter with No Advertising
- Sidewalk Patio
- Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- Utility Boxes
- Trolley Wires
- Grates/Catch basins
- Tree Canopies
- Surface (e.g. grass, gravel, concrete, etc.)
- Slope/Grade Issue
- Other

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REQUEST FOR PROPOSAL NO PS20150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

This is a prime tourism area.

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REQUEST FOR PROPOSAL NO PS520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets Thurlow St and Canada Place St
Bike Station Location Plaza west side of street, by crosswalk light



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3

REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT
APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Howe St and Canada Place St
Photos (numbered):	By taxi parking on east side of Canada Place St before the cruise ship terminal

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			
<input type="checkbox"/> Other: On sidewalk leading to the cruise ship terminal by taxi parking				

For locations on On-Roadway, complete the following table, as applicable

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
<input type="checkbox"/> Other: Western entrance to Waterfront station, Hotels and office buildings in catchment area, Conference centre and cruise terminal close by				

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PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length 20m Width 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other

6. What other factors may affect a Station at this location? Room for expansion

Movement/Access

- δ Rapid Transit Station
- δ Bus Stop
- δ Bike Lane
- δ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- δ Bus Shelter with Advertising
- δ Bus Shelter with No Advertising
- δ Sidewalk Patio
- δ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- δ Utility Boxes
- δ Trolley Wires
- δ Grates/Catch basins
- δ Tree Canopies
- δ Surface (e.g. grass, gravel, concrete, etc.)
- δ Slope/Grade Issue
- δ Other

July 17, 2015

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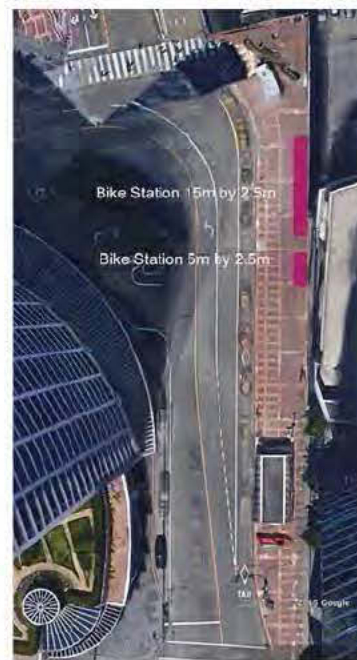
REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets Howe and Canada Place Sts
Bike Station Location Canada Place St, East side on Sidewalk by Fence



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT
APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Burrard St between Hastings St and Pender St
Photos (numbered):	Pender St Burrard St

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr \$6.00	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces re 0	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other Office buildings, High bus traffic

REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length 20m 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment 10m by 2.5m required on both Burrard St and Pender St

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment No parking zones at intersection

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant
<input type="checkbox"/> Other	<input type="checkbox"/> Poles/Sign Poles
	<input type="checkbox"/> Wayfinding Stands
	<input type="checkbox"/> Parking Meters
	<input type="checkbox"/> Bike Racks
	<input type="checkbox"/> Other News boxes, litter containers

6. What other factors may affect a Station at this location?

Movement/Access
☐ Rapid Transit Station
☐ Bus Stop
☐ Bike Lane
☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use
☐ Bus Shelter with Advertising
☐ Bus Shelter with No Advertising
☐ Sidewalk Patio
☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance
☐ Utility Boxes
☐ Trolley Wires
☐ Grates/Catch basins
☐ Tree Canopies
☐ Surface (e.g. grass, gravel, concrete, etc.)
☐ Slope/Grade Issue
☐ Other

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

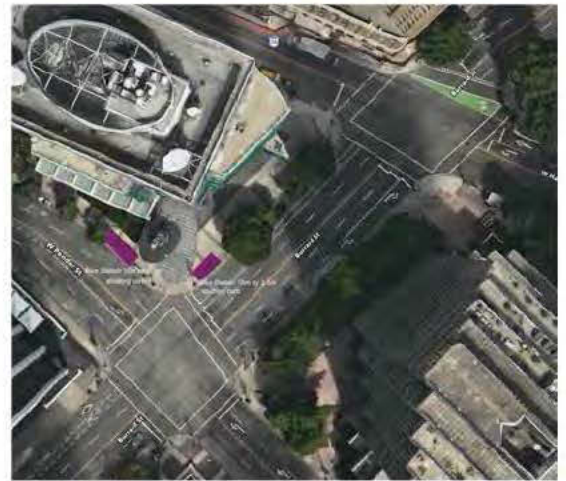
8. Please provide other comments on this location, as needed:
Southbound bike lane on Burrard, designated cycling route on Pender.

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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets Burrard and Pender-Hastings Sts
Bike Station Location N.W. corner on Burrard and Pender



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PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Hornby St and Pender St			
Photos (numbered):	North	South	West	East
	SW on Cordova			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
<input type="checkbox"/> Other Separated bike lanes on Hornby, Pender designated as a cycling route				

REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length 16m Width 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment Sidewalk, SW corner on Hornby, abutting building, 4.0m setback from curb

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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REQUEST FOR PROPOSAL NO PS20130910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:
Hornby a high traffic volume cycling route-separated bike lanes, Pender as a bike route carries significant cycling traffic

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REQUEST FOR PROPOSAL NO PS520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

Bike Station Location-Streets: Hornby and Pender Sts
Bike Station Location: SW Corner, Sidewalk on Hornby



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REQUEST FOR PROPOSAL NO P520130910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT
APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW - TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Granville Mall and Hastings St			
Photos (numbered):	North	South	West	East
	West side of Granville Mall			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other: 2 locations on Granville Mall, adjacent to the Waterfront Station Granville Mall exit

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other:

REQUEST FOR PROPOSAL NO P520130910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 5m, 1 Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
5m by 2.5m south of laneway, l-shaped 10m by 2.5m by 2.5 on north end of
Comment: Waterfront exit building

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Granville Mall

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other: Transit buses

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

8. Please provide other comments on this location, as needed:

Granville Mall is restricted to bus, bikes, taxi movements

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REQUEST FOR PROPOSAL NO PS20150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

Hornby a high traffic volume cycling route-separated bike lanes, Pender as a bike route carries significant cycling traffic

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REQUEST FOR PROPOSAL NO PS520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

Bike Station Location-Streets:Waterfront Terminal – Hastings and Granville Mall
Bike Station Location: West side Granville Mall by Waterfront Station Granville Exit



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Seymour St and Cordova St			
Photos (numbered):	North	South	West	East
	North side-Cordova by Waterfront Terminal building			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other: 2 locations, West end of building, abutting building, east end by fence in front of parking lot, abutting fence

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Waterfront Terminal services SeaBus, commuter trains, Canada and Expo Line, and the bus hub on Cordova, ped traffic from office buildings

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: Width: Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: 2 locations, west 6.5m by 2.5m, curb setback 6.5m, east 10.5m by 2.5m, curb setback 5.9m

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: CoV permission for parking on Cordova curb for short services calls

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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REQUEST FOR PROPOSAL NO PS20150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

Additional options on Cordova for expanding a bike station, including converting bike racks between pillars to PBS, south side of Cordova, expanding PBS on Canada Place and Howe, expanding at Cordova and Water intersection

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REQUEST FOR PROPOSAL NO PS520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

Bike Station Location-Streets:Waterfront Terminal – Cordova and Seymour Sts
Bike Station Location: North of Cordova



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Waterfront Rd SeaBus Terminal			
Photos (numbered):	North	South	West	East
	Waterfront Rd			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza	<input type="checkbox"/> Parking Lot		

☐ Other: Potentially TransLink property

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Waterfront Rd is a designated cycling route. The SeaBus exit onto Waterfront Rd provides tight traffic access to the west end, Coal Harbour, and East Vancouver with limited hill climbing. Also provides an alternative to traffic from the Expo, Canada Line, and the commuter trains for continuing to these destinations through the land bridge from the Waterfront Terminal.

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3. How much space is available?

Length: 10m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment:

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Parking lot

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other: Utility box

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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8. Please provide other comments on this location, as needed:

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Bike Station Location-Streets:Waterfront SeaBusTerminal
Bike Station Location: Waterfront Rd



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APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Richards St and Cordova St at Waters St			
Photos (numbered):	North	South	West	East
	Cordova			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: At the doorstep to Gastown tourism and shopping area. Block away from SFU, the Woodward Centre, and the Waterfront Station

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3. How much space is available?

Length: 16m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Bike station located on corner bulge on north side of Cordova, east of Waters St.

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Parking east of corner bulge

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other: Benches, litter container

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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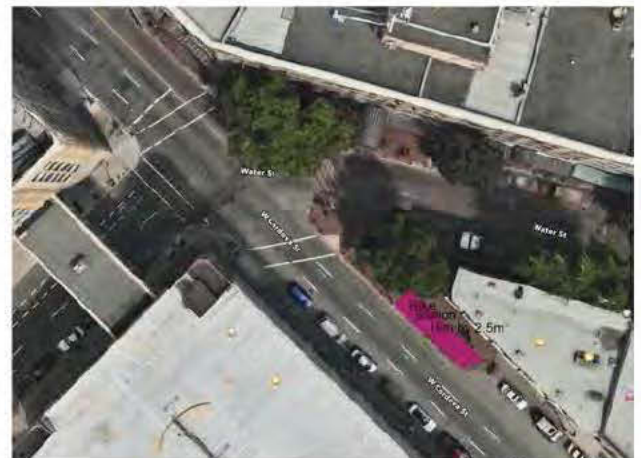
REQUEST FOR PROPOSAL NO P520150910
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8. Please provide other comments on this location, as needed:

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Bike Station Location-Streets: Richards and Cordova and Waters Sts
Bike Station Location: N.E. corner- Sidewalk on Corner Bulge



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PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Homer St and Pender St			
Photos (numbered):	North	South	West	East
	SE on Pender			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
<input type="checkbox"/> Plaza				

☐ Other:

For locations on On-Roadway, complete the following table, as applicable

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other

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3. How much space is available?

Length: 12m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment:

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment:

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

8. Please provide other comments on this location, as needed:

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PART B – PROPOSAL REQUIREMENT

Bike Station Location-Streets: Homer and Pender Sts
Bike Station Location: SE on Pender



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APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Seymour St and Hastings St-SFU			
Photos (numbered):	North	South	West	East
	North side-Hastings St between Seymour St and Richards (SFU)			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: High student traffic areas. Hotel in the block as well as the Wosk centre.

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3. How much space is available?

Length: 12m Width: 4.1m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Alcove area by entrance to SFU

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Short period curb lane or Richards St parking

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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Bike Station Location-Streets: Seymour St and Hastings St
Bike Station Location: SFU-Hastings Block between Seymour and Richards Sts

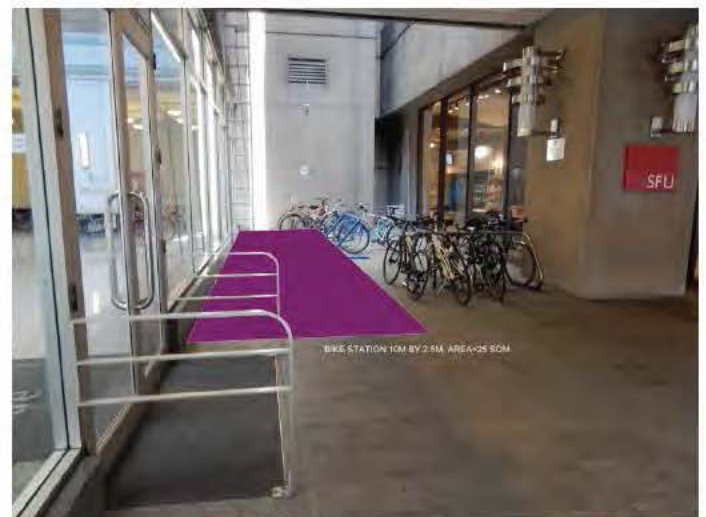
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8. Please provide other comments on this location, as needed:

Leasing of space from property owner would be sought. Short-term parking for bike maintenance or redistribution would need CoV agreement. Parking in curb lane on Richards is permitted. With property management agreement, there is room for expansion in the foyer entrance to the building, approx. 15 bikes.



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PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Thurlow St and Georgia St			
Photos (numbered):	North	South	West	East
	NE on Thurlow and NE on Georgia			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other: 2 locations on the NE corner-corner bulges-Thurlow, Georgia, 9m by 2.5m on sidewalk along Thurlow, 9m by 2.5m on sidewalk along Georgia

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Office and residential buildings

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PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 18m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment:

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Parking north of corner bulge on Thurlow

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other: Litter container, news boxes

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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8. Please provide other comments on this location, as needed:
Office and residential buildings in the catchment area.

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Bike Station Location-Streets: Thurlow St and Georgia St
Bike Station Location: NE-on Thurlow and on Georgia



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PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Hornby St and Georgia St			
Photos (numbered):	North	South	West	East
	SE-Georgia			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza	Grassed lands		

☐ Other: on Provincial lands-Art Gallery

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Shopping, office buildings, hotels, art gallery, and tourism,

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PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 22m Width: 2.5 Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Curb setback 4.5m, concrete or asphalt pad required

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Limited parking on Hornby. Would require CoV permission f

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles
	<input type="checkbox"/> Wayfinding Stands
	<input type="checkbox"/> Parking Meters
	<input type="checkbox"/> Bike Racks
	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

8. Please provide other comments on this location, as needed:

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Bike Station Location-Streets: Hornby and W Georgia Sts
Bike Station Location: SE Corner, Sidewalk on Georgia



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REQUEST FOR PROPOSAL NO P520150910
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APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Burrard St at Dunsmuir St
Photos (numbered):	North South West East South side of Dunsmuir, Expo Station

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr: \$6.00	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required: 5 of 8	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Burrard Expo Line Station, office buildings, bus hub

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3. How much space is available?

Length: 35m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Expansion space available

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Parking and unloading space on Dunsmuir

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

☐ Rapid Transit Station

☐ Bus Stop

☐ Bike Lane

☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

☐ Bus Shelter with Advertising

☐ Bus Shelter with No Advertising

☐ Sidewalk Patio

☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

☐ Utility Boxes

☐ Trolley Wires

☐ Grates/Catch basins

☐ Tree Canopies

☐ Surface (e.g. grass, gravel, concrete, etc.)

☐ Slope/Grade Issue

☐ Other

8. Please provide other comments on this location, as needed:

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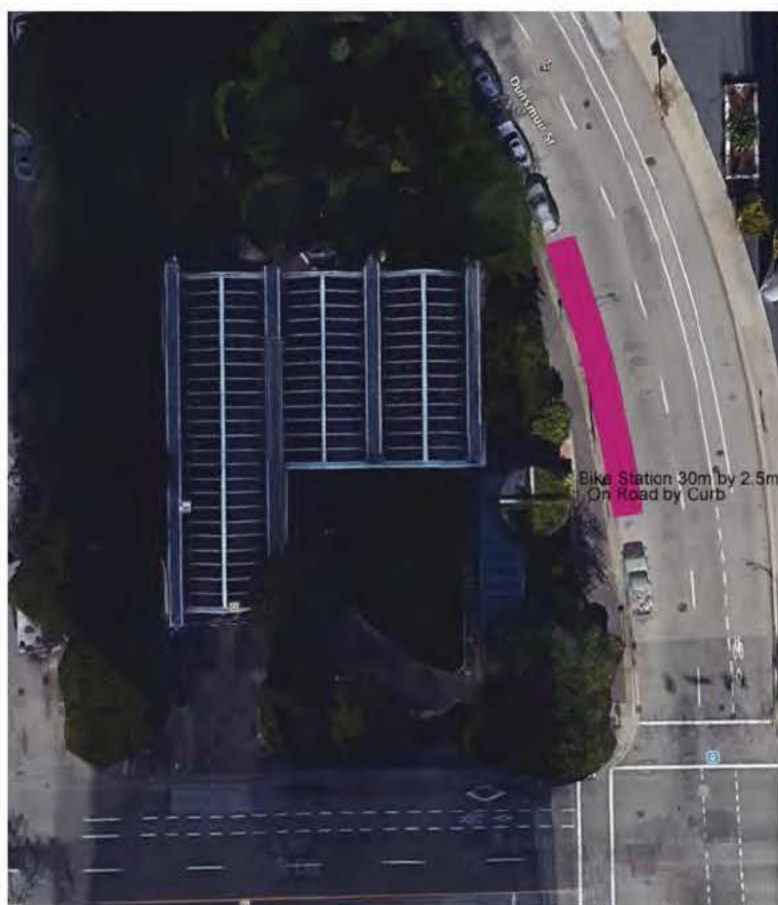
14

REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

Bike Station Location-Streets: Burrard and Dunsmuir Sts

Bike Station Location: 2 Locations, Burrard Expo Line Station-Dunsmuir, Bus Hub on East Side of Burrard

Dunsmuir St



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Granville Mall and Dunsmuir St			
	North	South	West	East
Photos (numbered):	SW-on Granville Mall			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input checked="" type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Transit buses, bikes, and taxis only on this mall

REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 14m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: 2 sections of 7m by 2.5m spaced around pole

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: On Granville Mall. Sufficiently wide to accommodate short parking without restricting buses

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other: Benches

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

Regional shopping area

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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

Bike Station Location-Streets: Granville Mall and Dunsmuir Sts
Bike Station Location: N.W. corner on Granville Mall



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	North	South	West	East
Photos (numbered):	SW corner-Canada Line Stati			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Major hub for Canada Line and local and regional buses, destination shopping area, business traffic. Granville Mall restricted for transit, bikes, taxis

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 28m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: 2 sections on south side of entrance and elevator buildings-5m by 2.5m each, 18m by 2.5m on private property west of entrance building

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Granville Mall for short-term parking

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

☐ Rapid Transit Station

☐ Bus Stop

☐ Bike Lane

☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

☐ Bus Shelter with Advertising

☐ Bus Shelter with No Advertising

☐ Sidewalk Patio

☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

☐ Utility Boxes

☐ Trolley Wires

☐ Grates/Catch basins

☐ Tree Canopies

☐ Surface (e.g. grass, gravel, concrete, etc.)

☐ Slope/Grade Issue

☐ Other

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:
Sufficient space for bike station on public and private property without affecting ped flow.

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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets: Granville Mall and W Georgia Sts
Bike Station Location: Canada Line Station, SW corner



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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Burrard St and Smithe St			
Photos (numbered):	North	South	West	East
	N.W. on Smithe			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr: \$3.00	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required: 3	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Smithe west of Burrard is a more quieter road into the residential area while also serving as a connector to Thurlow St.

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 21m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No

Comment:

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: No parking area at corner. Parking areas on Smithe, both sides.

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.) on Burrard St

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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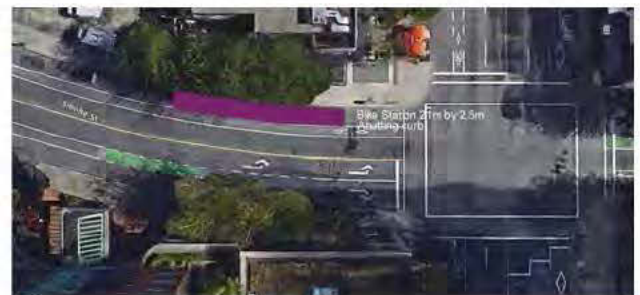
REQUEST FOR PROPOSAL NO PS20150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

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PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets: Burrard and Smithe Sts
Bike Station Location: Curb Parking Lane, North Side of Smithe



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT
APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Hornby St and Robson St			
Photos (numbered):	North	South	West	East
	SE-Georgia on Art Gallery lands			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza	Grassed lands		

☐ Other: Concrete or asphalt slab needed

For locations on On-Roadway, complete the following table, as applicable

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Hornby has separated bike lanes with high cycling traffic
Robson is an unofficial cycling route with significant cycling traffic

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 20m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Off-road facility

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: CoV permission required for short-term parking on Robson, Hornby has some drop-off and parking spaces

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other: Benches

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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REQUEST FOR PROPOSAL NO PS20150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

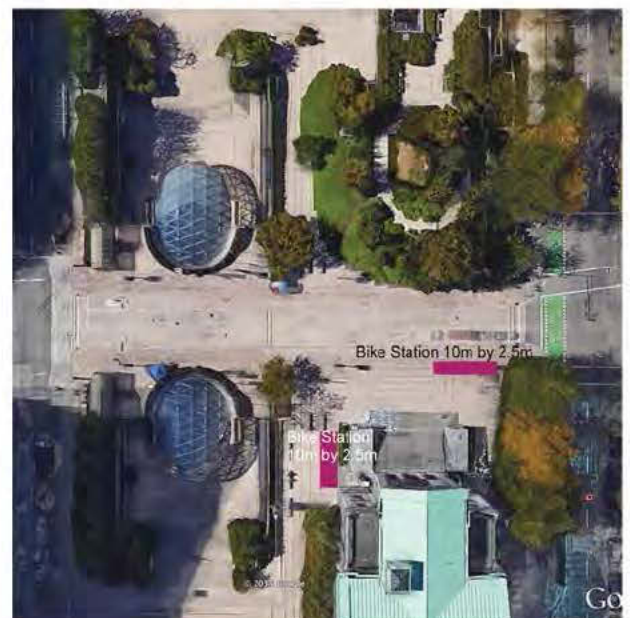
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REQUEST FOR PROPOSAL NO PS520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets: Hornby and Robson Sts
Bike Station Location: Mid-block Robson St, Laneways north and south



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Granville Mall and Robson St			
Photos (numbered):	North	South	West	East
	SE-Granville Mall			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input checked="" type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: High pedestrian traffic area-shopping, businesses.

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 18m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment:

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Robson, Short-term stopping on Granville Mall will not affect bus traffic

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles
	<input type="checkbox"/> Wayfinding Stands
	<input type="checkbox"/> Parking Meters
	<input type="checkbox"/> Bike Racks
	<input type="checkbox"/> Other: Benches, litter container

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

Cycling on Granville Mall

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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets: Granville Mall and Robson Sts

Bike Station Location: SE corner on Granville Mall



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Seymour St between Dunsmuir St and Georgia St			
Photos (numbered):	North	South	West	East
	East side of block, roadway to surface parking lot with connections to Richards			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza		Parking Lot	

☐ Other: Concrete or asphalt slab required for grassed soil.

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
<input type="checkbox"/> Other: Seymour heavy bus traffic and some cycling between Dunsmuir and Cordova, Richards with a southbound bike lane				

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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: Width: Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment:

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment:

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

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6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

Unique opportunity for providing cycling connection between Seymour (northbound) and Richards (Southbound) within an active shopping, office, and educational centre, SFU within a block, shopping centres on west side of Seymour and within a block, office building within a block

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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

Bike Station Location-Streets: Seymour St and Dunsmuir St

Bike Station Location: Parking Lot between Dunsmuir and Georgia Sts, Seymour and Richards Sts



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REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Richards St and Smith St			
Photos (numbered):	North	South	West	East
	NW-North side of Smith St			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Serving high density residential area

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PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 15m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Wide sidewalk

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Parking on Smith St

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

8. Please provide other comments on this location, as needed:

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REQUEST FOR PROPOSAL NO PS520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

Bike Station Location-Streets: Richards and Smithe Sts
Bike Station Location: N.W. corner-Sidewalk on Smithe



REQUEST FOR PROPOSAL NO PS520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

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REQUEST FOR PROPOSAL NO PS20150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2
OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Homer St and Robson St			
Photos (numbered):	North	South	West	East
	NE-Central Library Plaza			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Central Library, office towers, hotels, and retailing.

REQUEST FOR PROPOSAL NO PS20150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 18m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: Bike station positioned diagonally from bike rack towards pedestrian way

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Parking on Homer

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- ☐ Rapid Transit Station
- ☐ Bus Stop
- ☐ Bike Lane
- ☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

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Street Use

- ☐ Bus Shelter with Advertising
- ☐ Bus Shelter with No Advertising
- ☐ Sidewalk Patio
- ☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- ☐ Utility Boxes
- ☐ Trolley Wires
- ☐ Grates/Catch basins
- ☐ Tree Canopies
- ☐ Surface (e.g. grass, gravel, concrete, etc.)
- ☐ Slope/Grade Issue
- ☐ Other

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PART B - PROPOSAL REQUIREMENT

8. Please provide other comments on this location, as needed:

Same comments as Homer and Georgia

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REQUEST FOR PROPOSAL NO PS520150910
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Bike Station Location-Streets: Homer and Robson Sts

Bike Station Location: N.W. Corner, Central Library Plaza on Homer, Expansion on Robson



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REQUEST FOR PROPOSAL NO P520150910
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PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Burrard St ad Dunsmuir
Photos (numbered):	North South West East Bus hub on Burrard

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other:

Bus loading area in curb lane for the Burrard Expo Station. Cycling facility southbound and on Dunsmuir

REQUEST FOR PROPOSAL NO P520150910
PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 15m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: 4.9 m setback from curb

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Parking on Dunsmuir. City permission required to temporary park in bus lane

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

☐ Rapid Transit Station

☐ Bus Stop

☐ Bike Lane

☐ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

☐ Bus Shelter with Advertising

☐ Bus Shelter with No Advertising

☐ Sidewalk Patio

☐ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

☐ Utility Boxes

☐ Trolley Wires

☐ Grates/Catch basins

☐ Tree Canopies

☐ Surface (e.g. grass, gravel, concrete, etc.)

☐ Slope/Grade Issue

☐ Other

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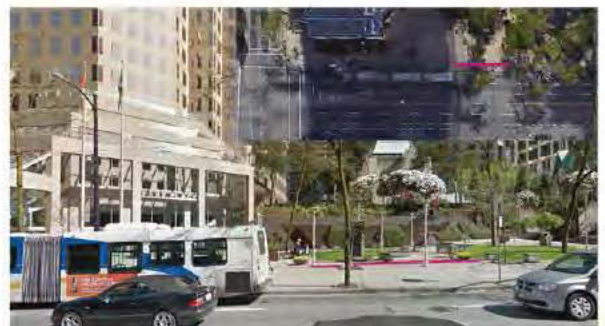
8. Please provide other comments on this location, as needed:

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REQUEST FOR PROPOSAL NO P5520150910
PUBLIC BICYCLE SYSTEM
PART B – PROPOSAL REQUIREMENT

East Side of Burrard-Bus Hub

Bike Station Location: 2 Locations, Burrard Expo Line Station-Dunsmuir, Bus Hub on East Side of Burrard



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PART B - PROPOSAL REQUIREMENT

APPENDIX 3 TO PART B
STATION LOCATION FORM

[SEE BELOW – TO BE COMPLETED BY EACH PROPONENT IN ACCORDANCE WITH SECTION 2.2 OF ANNEX 1 OF THE RFP. PLEASE COMPLETE ONE FORM FOR EACH

1. Where is the Station located?

Station Location (Address or hundred block and Street name At Cross-street name)	Homer St and Georgia St			
Photos (numbered):	North	South	West	East
	SE-Central Library Plaza			

On-Roadway (Street ROW)	Off-Roadway (Street ROW)	Public Lands	Private/Public Land Mixed	Private Lands
<input type="checkbox"/> Metered	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza	<input type="checkbox"/> Plaza
<input type="checkbox"/> Non-metered	<input type="checkbox"/> Boulevard	<input type="checkbox"/> Park	<input type="checkbox"/> Park	
	<input type="checkbox"/> Plaza			

☐ Other:

For locations on On-Roadway, complete the following table, as applicable:

Metered Spaces	Non-metered Spaces	Adjacent Special Zones
<input type="checkbox"/> Rush Hour Restrictions	<input type="checkbox"/> Hourly Parking (1hr/2hr)	<input type="checkbox"/> Loading Zone
Rate per hr:	<input type="checkbox"/> Residential Permit Parking	<input type="checkbox"/> Taxi Zone
# of spaces required:	<input type="checkbox"/> Unregulated	<input type="checkbox"/> Passenger Zone
	<input type="checkbox"/> In Laneway	<input type="checkbox"/> Disability Zone
	<input type="checkbox"/> Bike Parking within Separated Bike Lane	<input type="checkbox"/> Reserved Car Share Zone
		<input type="checkbox"/> Tour Bus Zone
		<input type="checkbox"/> Other:

2. Is this in a high traffic area?

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Cyclists	<input type="checkbox"/> Transit	<input type="checkbox"/> Multi-lane Roadway	<input type="checkbox"/> Truck Route
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☐ Other: Homer has a northbound bike lane. The bike station at this location should experience high usage with the central library, office buildings, hotels, and shopping within a block.

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PUBLIC BICYCLE SYSTEM
PART B - PROPOSAL REQUIREMENT

3. How much space is available?

Length: 30m Width: 2.5m Is there 2.5m of sidewalk clearance? ☐ Yes ☐ No
Comment: on the plaza

4. Is there maintenance access? (maintenance and Bike loading for redistribution)

☐ Yes ☐ No Comment: Controlled parking on Homer and Georgia

5. Are there obstacles at this location?

Vertical Clearance	Lateral Clearance (minimum 0.5m)	
<input type="checkbox"/> Structure/Awning/Canopy	<input type="checkbox"/> Tree	<input type="checkbox"/> Wayfinding Stands
<input type="checkbox"/> Tree Canopy	<input type="checkbox"/> Grate	<input type="checkbox"/> Parking Meters
<input type="checkbox"/> Overhead Wires	<input type="checkbox"/> Fire Hydrant	<input type="checkbox"/> Bike Racks
<input type="checkbox"/> Other:	<input type="checkbox"/> Poles/Sign Poles	<input type="checkbox"/> Other:

6. What other factors may affect a Station at this location?

Movement/Access

- δ Rapid Transit Station
- δ Bus Stop
- δ Bike Lane
- δ Emergency Service (e.g. access to fire hydrant, access to siamese/splitter fire connection at building, etc.)

Street Use

- δ Bus Shelter with Advertising
- δ Bus Shelter with No Advertising
- δ Sidewalk Patio
- δ Street Vendor (e.g. food truck/trailer/cart, flower cart, etc.)

Servicing/Maintenance

- δ Utility Boxes
- δ Trolley Wires
- δ Grates/Catch basins
- δ Tree Canopies
- δ Surface (e.g. grass, gravel, concrete, etc.)
- δ Slope/Grade Issue
- δ Other

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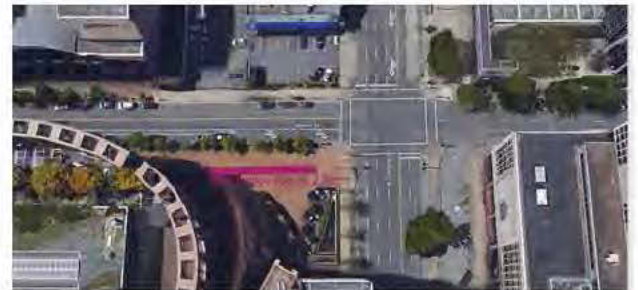
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8. Please provide other comments on this location, as needed:
The location provides opportunities for expansion.

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Bike Station Location-Streets: Homer and Georgia Sts
Bike Station Location: Central Library Plaza, SE corner



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STATION TYPES

Summary of Station Locations by Type of Location

	Type of Location	# of Stations	% of Total Stations
1.	On-Roadway (Street ROW)		
	a. Metered Spaces	2	7%
	Burrard Station/ Dunsmuir, 5 metered spaces, Hourly Rate: \$6.00		
	Burrard St./Smithe St. 3 metered spaces, Hourly Rate: \$3.00		
	b. Non-Metered Spaces	0	0%
2.	Off-Roadway (Street ROW)	22 Off-Street Locations (3 locations feature an alternate/add-on station)	
3.	Public Lands	6	22%
4.	Private/Public Land Mixed	0	0%
5.	Private Lands	2	7%
6.	Other: Sidewalk	16	59%
7.	Other: Plaza	1	4%

Process for New Station Locations

1. Identify suitable locations
2. Get public input and review suggestions
3. Narrow to most suitable locations for overall network
4. Follow siting process and engineering guidelines
5. Conduct field visits (photos, measurements)
6. Conduct safety review
7. Prepare siting documentation
8. Submit permit application to city
9. Announce locations to public
10. Prepare location for installation
11. Install station

Process for Relocation/Removal and Deactivation (temporary or permanent)

1. Plan station adjustment
2. Identify new location and follow new station location process
3. Prepare traffic control plan for station adjustment
4. Prepare traffic control plan for station adjustment
5. Schedule station adjustment
6. Announce location adjustment
7. Update network maps, website
8. Make adjustment
9. Evaluate adjustment

See Appendix D, PBS Siting Guidelines

PROPOSAL:**TRANSLINK'S COMMERCIAL-BROADWAY EXPO STATION BIKE STATION****Background**

For the City of Vancouver, the next priority for a rapid transit/subway line is Broadway from Commercial to Arbutus Sts. and to the UBC Lands. It is hoped that this line will be built this decade. The City and TransLink have both expressed publicly that Broadway is at capacity with transit buses and cannot add any more capacity to meet current demands.

There are frequently pass-bys at the Commercial Station for buses going west, which may result in waits of more than one bus. Of course, as a result there are also pass-bys at stops to the west. There is a high work population area in the City Hall-Hospital precinct from Yukon St to Oak St on 10th Ave, one block south of Broadway. Some of the operations in this precinct are 24-hour, seven days a week with early starting hours. 10th Ave is a high cycling traffic bike route.

Proposal

Propose to the City the implementation of the Commercial-Broadway Expo Line Bike Station in Phase 1, rather than Phase 2, to test the uptake of people to transit-bike share cycling to work in the City Hall-Hospital precinct rather than taking the Broadway bus or driving to work. People may be driving to work rather than take transit due to the overcapacity Broadway bus westbound.

Propose that this station be signed to serve the transit station to City Hall-Hospital precinct only. Propose that the station would have a map indicating cycling routes from this station to the City-Hall-Hospital precinct that would appeal to all levels of cycling, including those that are taking it up for purpose to going to work with bike share.

Bike station with 40 spaces proposed until demand builds up and then expand. (This could become a major, high capacity bike station when adding the Commercial St (local shopping, a destination street) stations in Phase 2.

PROPOSAL: TRANSLINK'S COMMERCIAL-BROADWAY EXPO STATION BIKE STATION

Discussion

This proposal would link well with 6 bike stations proposed in Phase 1. Bike Stations are proposed in the City Hall-Hospital precinct at Broadway-10th Ave and Cambia at City Hall, Broadway and Ash (one block from the hospital), 10th Ave and Heather and 10th Ave and Heath, both by the hospital, and 10th Ave and Oak at the end of this precinct. Additionally a bike station is also proposed at Broadway and Oak Sts. The cycle is 3.5 km. There is one significant hill to climb (23m in .63km), especially in the westbound direction from China Park to Fraser Ave, the peak. It is a bit less demanding in the eastbound direction.

Three alternatives could be suggested to cyclists:

- 10th Ave on the Bike Route with the hill. Will appeal to regular cyclists and those who enjoy a short climb. New bike share users may not enjoy the climb resulting in fewer uptakes than if the route were less demanding.
- Broadway Ave for those who enjoy cycling with buses. Will appeal to a limited number of potential bike share users.
- An alternate route that is less demanding. To be specified later.

Commercial-Broadway Bike Station Location Options:

- Preferred-TransLink alley beside the station
- On 10th Ave – north side preferred, or south side of street
- Bike station on adjacent shopping centre parking lot on 10th Ave side

Benefits of Proposal for TransLink and the City

- Public perception that both parties are taking steps towards the over demand bus problem.
- A limited lessening of bus usage and overcrowding, maybe the equivalent of 0.5 bus capacity.
- Testing of the ability of bike share to draw people away from bus use on heavy use routes.
- Testing of the ability of bike share to draw people from car usage to rapid transit and bike share.

GENERAL

CycleHop's management team has decades of experience with maintaining very large bicycle rental fleets. We cultivate a work atmosphere that requires accountability and rewards excellence by deploying effective training programs and ongoing evaluations. We utilize tools and technology for optimal performance and adhere to industry standards. Our years of planning and implementing not only bike share programs, but also bicycle tourist and commuter operations, has allowed us to develop comprehensive rental systems, establish industry standards, create operational and marketing plans, and formalize bicycle distribution and maintenance standards. Our efforts have shaped the bike share industry.

An ideal bike share system will operate 24 hours a day, 365 days a year, with stations in locations that are accessible round-the-clock. In case of extreme weather or natural phenomenon, a system shutdown will occur for the safety of our users. A partial shutdown is also available on per bike or per station basis. We expect weekday peak time usage between 7:30 a.m. and 9:30 a.m. and 4:30 p.m. and 7:30 p.m. Depending on the weather, we expect 70% of bikes in the system to be in use at a given time during peak hours. We also expect high weekend usage between 10 a.m. and 4 p.m. We will be monitoring the data carefully in order to quickly understand the usage patterns to effectively deploy redistribution vehicles to the right places at the right times.

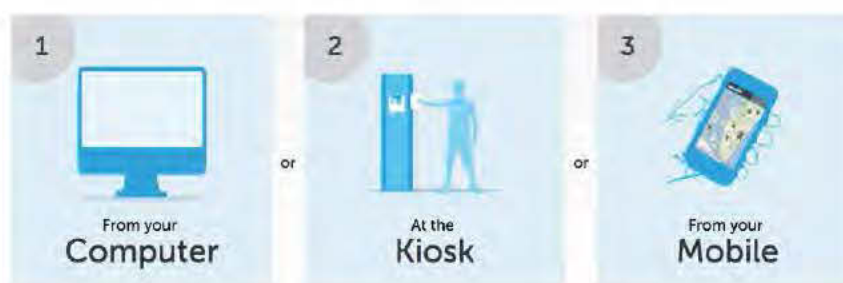
A bike share system can serve as a key component of a comprehensive public transit system. The availability of bike share bicycles alleviates the first mile/last mile problem and gives commuters more flexibility in their transportation options. The Vancouver PBS will integrate with existing local transportation modes. In addition to connectivity with public transit through siting of bike share stations with transit hubs, we also plan on establishing partnerships and developing interoperability with local transit smart-cards and key fobs.

OPERATING POLICIES, PROCESSES, AND PROCEDURES

Bicycle Check-Out and Return Procedures

Our system offers multiple ways to access a bike; via kiosk, mobile phone, with membership card, by entering a code on the bike keypad. This multi-access flexibility allows us to better serve all populations and quickly facilitate access even to those who don't have a credit card or a bank account. Casual users can access a bike from any station by using their mobile phone to sign up and pay. If a station is full the user can simply lock it to a nearby public bike rack.

SIGN UP



ACCESS



STOP & SHOP



RETURN



OPERATING POLICIES, PROCESSES, AND PROCEDURES

Bicycle Redistribution Plan

Throughout the day, CycleHop staff redistributes bikes as needed. Work schedules can be planned in advance based on historical patterns and the team can adjust this schedule according to demand. Bikes that are locked out of hubs for extended periods and are not brought back by a user can be collected and returned to hubs by the redistribution team. During special events we can easily create bike collection & distribution centers near the event.

The operator can customize rebalancing thresholds on a per-station basis. When the number of bicycles dips below or above the customized target, the system will automatically send a redistribution alert to the staff. In 20-plus years of developing and operating bike share systems, CycleHop has implemented unique tools and methods of distribution that are based on our operational experience and from studying other best practice programs around the globe. We will utilize these time-tested methods and tools to balance the systems.

CycleHop offers multiple reallocation protocols to develop an efficient, streamlined, rebalancing effort:

- We use a scientific model to anticipate busy locations and bike flow.
- As patterns evolve after system installation, we will study them and adjust efforts.
- We will establish rebalancing zones and allocate a sufficient number of reallocation vehicles per zone or to remove “out of order” bikes from the system.
- Smoove’s equipment also offers unique features to deal with dock block as users can lock the bike within 100 meters of a station to any public bike rack.

We use all-electric vehicles and enclosed vans to balance stations.



OPERATING POLICIES, PROCESSES, AND PROCEDURES

CycleHop's maintenance program works in three phases to keep the fleet, equipment and stations running smoothly 24/7/365:

- Ongoing maintenance. This occurs daily onsite and includes minor adjustments, repairs, check-ups and cleaning.
- Preventive maintenance. This occurs per schedule, based on miles, at our maintenance facilities, and is equivalent to a bike tune-up.
- Bike refurbishment and equipment renewal. This occurs in the slow season over the winter at our maintenance facilities and is equivalent to a bike overhaul and decal refresh on the bikes and the stations.

For fleet management, the operator can track the total number of bikes in the network, real-time battery life on individual bicycles, bikes in need of maintenance, which type of maintenance is required, the progress reports and status of maintenance, and maintenance logs. The operator can even predict or schedule maintenance for bikes based on miles ridden or period of time since last tune-up. The system knows how many miles each bike has traveled so if it is recommended to lubricate the shaft drive every 12 months or 1,000 miles traveled, a notification can be sent to the operator whenever one of the two metrics occurs first.

The bikes' health is monitored 24/7 by the central computer, which it performs routine checks automatically. In the event that a bike is not functioning properly, we will see this at the control center on the software dashboard and respond immediately.

Our maintenance plan calls for daily visits to the stations. The mechanics are equipped with handheld computers and they record each visit to the station and every time they work on a bike. This information is transferred to our central computer and recorded in our maintenance software program. The supervisors print out reports to verify that all the stations and getting inspected daily.

In addition, mechanics are required to follow a bi-weekly maintenance checklist for each bike. When they perform this inspection, they scan the bike and record the inspection in the handheld computer so we are able to know which bikes received this check-up from looking at the maintenance records in the software reports. In addition to recording the information on the computer, they are also required to mark the bike with a dated sticker noting the last time it was inspected. As the mechanics walk-through the bike, they check the date on the sticker and know which bikes require a priority check.

OPERATING POLICIES, PROCESSES, AND PROCEDURES

Most routine bicycle maintenance can be done “in the field.” Specially equipped maintenance vehicles will have the tools, parts and supplies necessary to perform these routine tasks.

- A fleet of electric bicycles will be utilized by field mechanics to allow quick station access and to minimize automobile traffic disruptions.
- The field maintenance bikes will be equipped to transport up to four bikes to other stations or maintenance centers.
- Each bicycle is identified with a unique ID and its maintenance records are maintained in our enterprise software.

The following is a list of functions that may be performed onsite:

- Minor adjustments
- Tightening screws and parts
- Clean bikes
- Inflate tires and fix flats
- Adjust brakes and gears
- Remove graffiti
- Fix lights and reflectors
- Adjustment and replacement of saddles
- Replace stickers
- Replace brake levers
- Adjust baskets

OPERATING POLICIES, PROCESSES, AND PROCEDURES

Each Smoovebox is connected to a dynamo within the bike. Thanks to this connection Smoovebox exactly knows the number of miles accumulated during each rental period. When the bike is returned to a station, the Smoovebox sends a return message with distance travelled to the central server. Based on the bike mileage, we know what components of the bike require maintenance. We can anticipate the required maintenance and parts replacement based on that. In addition, our maintenance program is built around onsite daily checks, preventive maintenance and scheduled maintenance.

The operations team can view and report how many rides/miles each bike has taken by creating a filter on the rental history to extract only rentals from one bike. Maintenance alerts will be structured to alert the service team when a bike has reached a pre-set mileage or ride milestone.

Any bikes CycleHop manages will be equipped with unique identification numbers. Our mechanics utilize handheld technology and enterprise fleet management software to record station visits, field maintenance activities, and preventive maintenance operations using these codes.

The maintenance facility will include multiple bike repair stations, office space, distribution, vehicle parking, loading and access, and bicycle and replacement parts storage.

Maintenance Tasks	Frequency	Location	Performed By
Minor Adjustments & Repairs	Daily	On-Location	Field Mechanics
Detailed Maintenance Checklist	Bi-Weekly	On-Location	Field Mechanics
Bicycle Cleaning	Daily	On-Location	Field Mechanics
Station Cleaning	Weekly	On-Location	Field Mechanics
Station and Bicycle Inspections	Daily	On-Location	Field Supervisors
Major Bike Maintenance	As Needed	Maintenance Facility	Shop Mechanics
Replacement of Bicycles	As Needed	Maintenance Facility	Fleet Manager
Scheduled and Preventative Bicycle Maintenance	Bi-Annual	Maintenance Facility	Shop Mechanics
Software Upgrades and Kiosk Maintenance	As Needed	Remote Access & Onsite	IT Department

OPERATING POLICIES, PROCESSES, AND PROCEDURES

Station and Bicycle Cleaning

Our mechanics will visit the stations on a daily basis to perform regular maintenance checks. The daily maintenance checklist will also include the removal of trash and debris in and around the station and from the bike baskets. Our maintenance staff will be responsible for trash removal and clean-up on and off street locations to an agreed-upon service level. We will include this in our standard operating procedures and staff training programs, as well as purchase the necessary equipment to comply with this. We will also coordinate with the City's snow plow and street cleaning vehicles to alert them to station locations.

Inclement Weather Procedures

The Smoove system allows for shutdown of one station or all in the event of a weather emergency. Our procedures calls for:

- Announcement of shutdown to media
- Allocation of resources such as trucks and staff for removal of bicycles and solar panels from stations if time permits
- Storage of equipment in a safe facility

Special Event Procedures

During special events we can create bike collection & distribution centers near the event. And notify the public of our participation so they may take advantage of the service.

OPERATING POLICIES, PROCESSES, AND PROCEDURES

Issue Response, Tracking and Resolution

The smart bike is connected to an operator platform that actively communicates mechanical problems or potential theft. The smart-lock is aware of discrepancies between the bicycle's lock-state and GPS data. For example, if the bike is locked but detects GPS displacement, the operator will be made immediately aware via the admin portal alert. Batteries actively report battery life and the operator is able to assess low-battery bikes on a map in real time. We have a sophisticated algorithm that monitors all bikes in the system to effectively dispatch redistribution crews. The crews are sent to the appropriate hubs to drop off more bicycles and pick up excess bicycles for redistribution throughout the network. This system minimizes the likelihood of empty or full stations.

The software sends the operator alerts when stations are "almost full" or "need bikes" at pre-determined percentage levels. We set these percentage levels for each hub on an ongoing basis according to the hub location, time of day, season and previously witnessed patterns. These alert levels can be modified to accommodate special events, changes in weather conditions or depending on the day of the week. With this technology, we can provide the necessary supply of bicycles and free parking spots to meet expected demand. Our collection trucks are available to pick up bikes or quickly remove bikes from stations when necessary.

Lost/Stolen Bikes

The central system is aware of each bike's departure. When a rental exceeds a maximum time threshold (as determined by the operator and currently set at 24 hours), the system creates an alert for this rental. The maintenance team is informed of all the rentals that exceed maximum rental time in real time, allowing them to begin a recovery protocol that includes contact with the last registered user and location tracking. If the bike is returned to a station, the alert is cancelled by the system. If the bike cannot be recovered, the operations team will convert the bike status from operational to "lost" and follow lost bike protocol.

CycleHop will provide regular reporting at predetermined intervals to the City, including but not limited to: inventory, unusual events, emergencies, notices of default, performance and usage, financial information.

Facility, Vehicle and Equipment Requirements

Phase 1:

5,000 square foot of indoor space and 2,000 square foot of outdoor space.

4 vehicles

Phase 2:

7,500 square foot of indoor space and 3,000 square foot of outdoor space

6 vehicles

COLLECTING AND MANAGING MEMBERSHIP, FARES, OR RENTAL REVENUE

CycleHop, as the operator, will collect and manage user memberships, fares and rental revenue. Memberships can be purchased in a variety of ways and using a variety of payment methods, online, by phone, or in person at a system kiosk, and will accommodate a variety of membership types (student, senior, low-income, etc.).

CycleHop will work with the City to ensure compatibility with other payment types, such as local transit cards or other payment systems. The administrative tools provide the ability to charge users for additional usage fees or penalties related to the use of system bicycles or the purchase or rental of helmets. If applicable, the system can be designed to allow one user to rent multiple bicycles, based on their membership type.

Transit Integration

By leveraging Smoove's RFID-card based locking technology, CycleHop aims to allow integration with local transit cards. This will create an implicit membership market because there will be no barriers to entry as a transit user. Additionally, memberships could potentially be available for purchase at transit kiosks as an add on to a transit car.

Pricing Strategy and Rate Schedule

The proposed pricing structure is simple to understand and is built for transit.

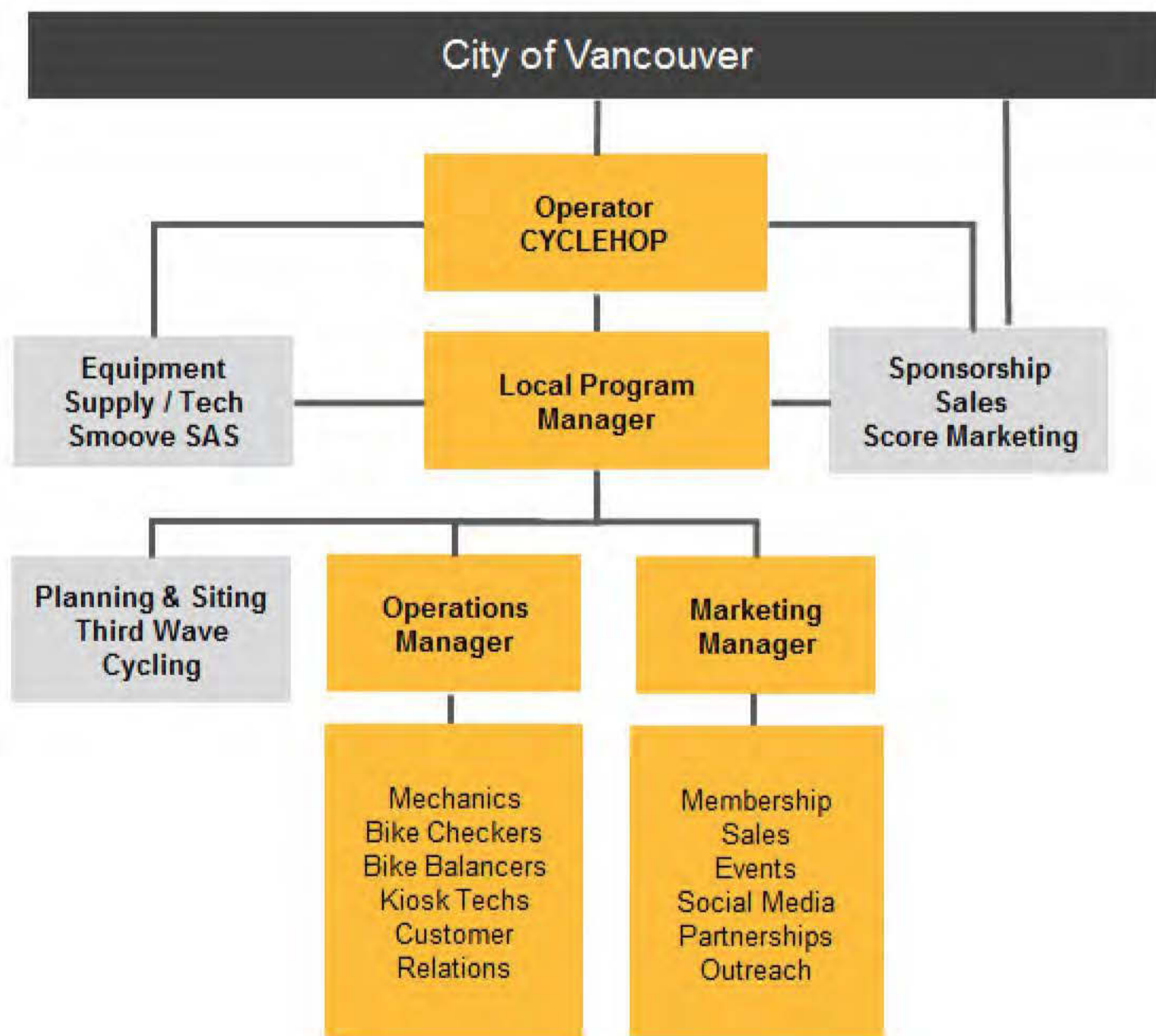
Single trip: \$3 for up to 20 minutes

Monthly Membership: \$20 per month for 45 minutes of riding time, with unlimited rides per day

Overage fees: \$2 per 20 minutes

This plan also requires a minimum 3 month commitment for memberships.

ORGANIZATION AND STAFF CHART

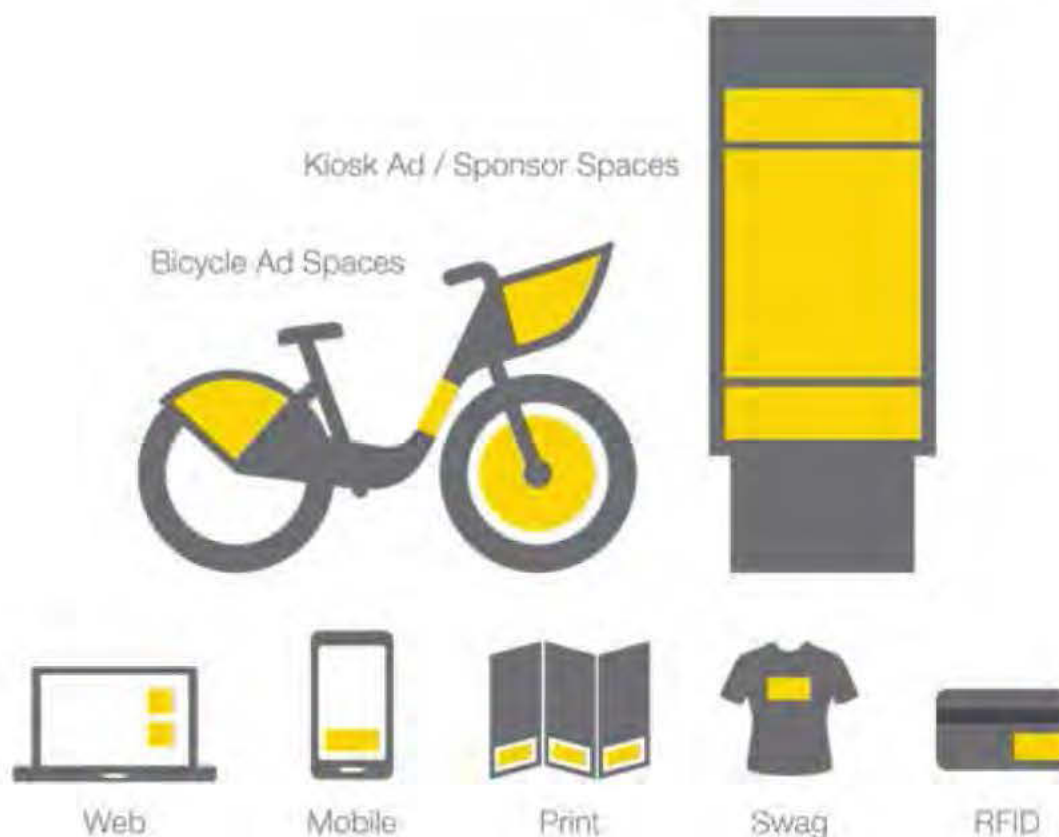


IMPLEMENTING SPONSOR BRANDING AND OTHER COMMITMENTS

CycleHop has a national and local sponsorship sales team. We have been very innovative and active in this space. The system name and potential inclusion of a system naming sponsor will affect brand creation and outreach, likely in cooperation with the sponsor and city. The branding systems are inherently flexible and built to be easily applicable across a wide variety of marketing platforms.

CycleHop has partnered with a highly capable and experienced firm, Score Marketing Inc., to identify, sell, and manage sponsorships for the bike share program.

The physical elements of our proposed bike share system offer extensive and highly visible opportunities to promote advertising sponsors at various price points. Elements include, but are not limited to:



INVENTORY REPORTING

CycleHop will submit to the City a monthly report by the 15th day of the following month. The report will include all aspects of the system performance and at minimum:

- Memberships: new members by type, total members YTD
- Trips and Ridership: per day, week, month, and YTD
- Revenue by type, day, week, month, and YTD
- Location performance
- Incidents
- Call and email volume
- Marketing activities



GENERAL

We believe in “Bike Share +” the “plus” being the add value provided beyond a good working bike. This is in the core of our company culture. We want our customers to have a good experience with every CycleHop team member, whether they are on the street, on the phone, or at an event.

The customer service function will be staffed 24 hours a day, 7 days a week. Customers will be able to contact customer service through a toll free number, email, website, and also report a problem via social media. On our website we will also have an FAQ section, lost and found, injury reports, and other services to assist customers. We also post service alerts and station closures via Twitter and communicate with customers via emails and newsletters. Account information and billing information is also available online. We will facilitate the replacement of lost membership cards through our member customer service department and other outlets.

The best way to retain customers is to make sure they’re treated in the best possible way. Our product and bike share service will be engineered to minimize user experience problems so that they ideally will never need to call customer service. If there is an equipment malfunction that creates a negative experience, our call centers will be furnished with whatever it takes to make it right be it a refund, free ride time, or a free short-term membership. This will create positive word of mouth and a reputation as an honest, consumer-oriented business that will be more valuable than any marketing campaign.

All membership information and rates will be displayed on station and online. The terms and conditions will also be available online.

OTHER

In the event of injury, the first thing the customer needs to do is attend to their medical situation. If they are seriously injured they should call 911 for an ambulance. Every reported injury will trigger a process to record incident details and investigate the cause of the accident:

1. A standard injury report form will be completed. The report will include the date/time of the incident, detail account of the incident, name and contact information of the person(s) involved, witness's statements, photos, and damage to bike, and other information regarding the incident.
2. The bike will be taken back to the operations facility for further inspection.
3. The injury report will be sent to our insurance company.
4. Our customer service manager will follow-up with the injured person to see how he/she is doing.
5. The Operations Manager will investigate the incident and discover the cause of the event, and see if anything could be done to prevent something like it from occurring again.
6. All injury reports records will be maintained on file.
7. We also will post on our website a section on "What to do in case of an accident".

A phone number for customer service will be clearly visible on every bicycle, and we will work with the City to develop interconnectivity with the 311 system and allow bike share users to access assistance through 311.

CycleHop is currently establishing a national service center for member services and fulfillment. This will provide for consistent service levels and extended hours to ensure round-the-clock customer service availability.

Service Performance Levels	
Stations Full or Empty, including Average System-Wide and at Specific Stations	15%
Minimum Number of Bicycles Deployed	90%
% of Station Uptime	90%
% of Calls Answered within 30 seconds	85%
% of Dropped Calls	5%
% of Email Responded within 24 hours	95%
% of Memberships Mailed within 24 hours	95%
% of Stations Cleaned	85%, weekly
% of Bicycles Inspected and Maintained	95%, monthly
% of Bicycles Refurbished	As needed
Helmet Solution Full or Empty, including Average System-Wide & at Specific Stations	TBD

GENERAL

Our strategic PR campaign will generate exposure in print, online, TV, radio and social media. We work with local, regional and national media extensively and we understand how journalists work and the type of stories they are looking to cover. We'll develop angles and themed pushes to tie into existing news and events — such as stories related to Earth Month, biking to the pier for summer concerts, daylight savings cycle after work, biking to the farmers' market, membership as Father's Day gift, etc. We can utilize PR to promote a safety message — for both cyclists and motorists.

COMMUNICATION PLAN

We want people to quickly grasp that this bike share program is part of Vancouver's transportation network. It should communicate its look and attitude and should be something that locals and the city are proud of and use.

First we'll develop a solid strategy, based on the goals of the City of Vancouver and our research about the targets: what motivates them, what are the barriers to trial, understanding the customer journey and the best way to reach them. All messaging, branding, naming and outreach communications will be based on that strategy (for example, a strategy based on beating traffic... or perhaps the focus is on being green... or about fun, health, affordable sightseeing, etc.). We'll set measurable objectives and continually evaluate the marketing program.

CycleHop will coordinate all communications related to the bike share program with the City's Corporate Communications department, and will collaborate with the City on the language and branding appropriate for use in communications about the system.

Cyclehop will designate a company spokesperson and coordinate all media engagements with Vancouver's transportation department and the City's Communications Officer, and will collaborate with the City on the language and branding appropriate for use in communications about the system.

We will also prepare a communication protocol to respond to events such as accidents, vandalism and thefts.

PUBLIC CONSULTATION

CycleHop understands that community buy-in is key to a successful bike share system. Cycling events, bike share/bike local tours, and education/orientation programs are some examples of ways we will get locals involved and excited about this fun and healthy transit option.

We will use events and promotions strategically throughout each phase of the campaign to generate media coverage, social engagement and excitement around the bike share program. These provide good opportunities to garner membership sign-ups. We'll work with local influencers, city officials, celebrities and enthusiast groups to develop a highly interactive launch event to introduce the program.

EDUCATION

CycleHop will have ongoing educational and outreach programs focused on promoting the program benefits, how to use the system, and bicycle safety classes. These programs will be ongoing on a regular basis and coordinated with other local cycling advocacy groups and the City.

MEDIA RELATIONS

The bike share system will have an active presence on Facebook, Twitter, Instagram, YouTube/Vimeo and a blog on the website. We will coordinate with the City on how we interact with bike share users, residents and prominent stakeholders. Social media elements will be integrated into all aspects of the campaign, for example, hashtags and social call-outs on printed materials and outdoor creative, social sharing promotions at docking stations and fun contests or scavenger hunts to gain awareness and talk around Vancouver and among the city's influencers.

OTHER

CycleHop will make an effort to translate informational materials into the languages appropriate to the local area, and will seek to maintain a high level of communication and clarity with non-English speaking users.

GENERAL

CycleHop has extensive branding and marketing capabilities. We have developed marketing campaigns for systems in multiple cities. Through a comprehensive brand development process, we will work to create a strong connection between the consumer and the bike share program. We want local constituents to take pride in their local bike share program, to embrace ownership of this civic resource. Naming and brand development will focus on communicating to consumers an experience that is fun, social, economical, and healthy for them and the environment. It should become iconic, with the logo and name synonymous with bike share in the city.



MARKETING PLAN

A dedicated bike share marketing team will be composed of specialists in strategy, design, messaging, production, online, paid (ads) and earned (PR/social) media, and community outreach and events. We'll make sure that all communications speaks with one voice — to maximize efforts and clearly communicate how bike share is convenient, helps reduce traffic congestion/parking challenges and cuts pollution. CycleHop will work with the City of Vancouver to allocate marketing funds from the overall budget.

Events and promotions will support public relations and social media outreach and generate consumer interest. We will team up with local community organizations and businesses to host events and demos, test ride the bikes, and learn what bike share means for Vancouver.

Our integrated approach will grow the brand through a focused campaign creating a colloquial dialogue in the community and inviting a healthy mix of paid and earned media that aligned with the audience lifestyle, such as inviting social engagement, promoting key seasonal events, sponsoring happy hours apps and connecting with tourists during the trip-planning stage. The campaign included print, outdoor, radio, online (ads, website), collateral and public relations.

The system will have a dedicated Marketing Manager who will have access to our chosen consultants, graphic design professionals, as our team of Brand Ambassadors for community activations. The Marketing Manager will develop and have access to an annual budget that will be allocated and spent according to direction from CycleHop and the City of Vancouver.

We will drive public relations content placements to reach users through print, television, radio, outdoor advertising, and old fashioned word-of-mouth. We will build relationships with reporters at prominent local papers and offer inside scoops to our operations. We will also engage local talk shows and news organizations in both television and radio to expose the brand and show the power of bike share. Outdoor advertising, like transit shelters, could be utilized in partnership with local transit agencies. Larger scale billboards could be utilized if deemed an appropriate use of funds.

The marketing team will generate a collection of informative print materials in various languages to educate our defined target audience of residents, tourists, commuters and local businesses about the program's pricing, stations, benefits, riding, locations and functionality. Promotional pieces will also be produced (postcards, flyers, etc.) as handouts around town and as collateral for brand ambassadors.

PROMOTION

Events & Promotions

We will team up with local community organizations and businesses to host events and demos, test ride the bikes, and generate excitement for the program. Our business plan calls for an aggressive membership sign-up campaign. We will utilize promotional teams to sign up members on-location where people work, and play, including street fairs, major festivals and events. In addition, we will work with large employers, institutions, and community organizations to attract users. A gala launch event will be a newsworthy gathering to generate press and introduce the system.

Integration with Health Campaigns

CycleHop aims to integrate marketing efforts for the Bike Share System with other campaigns that promote healthy lifestyles, such as the new “Carrot Rewards” app recently launched by the Canadian government. The “Carrot Rewards” app is a way to push Canadians to eat better, exercise more, and live healthier lives by rewarding them with various types of points.

The app was recently launched by Federal Minister of Health Rona Ambrose and the government is investing \$5 million in the project, with the government of B.C. providing an additional \$2.5 million.

The government is also partnering with Social Change Rewards, the Heart and Stroke Foundation, the Canadian Diabetes Association and YMCA Canada to create the app, which will be launched first in British Columbia this fall, and then will expand to other provinces and territories.

Canadians will be able to download the app and receive their choice of loyalty points for engaging in specific healthy activities that target the common risk factors associated with maintaining healthy weights and combating chronic diseases.

