

File No.: 04-1000-20-2018-282

August 3, 2018

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 May 22, 2018 for:

Records of the City's Active Transportation Policy Council on the review, recommendations, correspondence, minute meetings, and votes related to the expansion and installation of a bike share to the Commercial Drive and Grandview-Woodland area.

Date Range: July 1, 2016 to May 22, 2018.

All responsive records are attached. Some information in the records has been severed, (blacked out), under s.22(1) of the Act. You can read or download this section here: http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00

Please note: the Manager of Public Bike Share has mentioned that the responsive records provided are not necessarily focused on expansion in the Commercial Drive and Grandview Woodland area. Any discussions at an ATPC meeting regarding the expansion and installation of a bike share to the Commercial Drive and Grandview-Woodland area was not recorded in the minutes.

Under section 52 of the Act, and within 30 business days of receipt of this letter, you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your FOI request by writing to: Office of the Information & Privacy Commissioner, info@oipbc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number (#04-1000-20-2018-282); 2) a copy of this letter; 3) a copy of your original request; and 4) detailed reasons why you are seeking the review.

Yours truly,



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

Barbara.vanfraassen@vancouver.ca
453 W. 12th Avenue Vancouver BC V5Y 1V4

*If you have any questions, please email us at foi@vancouver.ca and we will respond to you as soon as possible. Or you can call the FOI Case Manager at 604.871.6584.

Encl.

:ag

From: ["Benjamin Bolliger"](#) s. 22(1)

To: ["Isfeld, Lori"](#) <Lori.Isfeld@vancouver.ca>

Date: 5/17/2017 8:36:25 PM

Subject: ATPC Projects Subcommittee Meeting Notes - May 17th

Attachments: ATPC Projects Subcommittee Meetings May 17, 2017.docx

Hello All,

Thanks to those who attended tonight - very good discussion and great presentations from City staff and Michael Feaver!

Attached, the meeting notes, if anyone notices something I missed don't hesitate to send along a note.

Have a great evening,

-Ben

You're receiving this email because you are subscribed to our newsletter with lori.isfeld@vancouver.ca.

Contact us by emailing info@vancouver.ca.

You can unsubscribe at any time: [unsubscribe](#).

Thank you,
City of Vancouver
453 W 12th Avenue
Vancouver, BC V5Y 1V4

ATPC Projects Subcommittee Meetings

May 17th 2017, 5:30pm-7:30pm

Attendees:

ATPC Subcommittee Members: Gabrielle Peters, Alex Haag, Paul Dragan, Eugene Chin, Matej, Tanya Paz, Colin Brander, Dr. Kay Teschke, Michael Feaver, Calrk Nickoli, Paul Dragan

City of Vancouver Staff: Katie Tamashiro, Dominic Lau, Carol Kong, David Patterson, Dale Bracewell, Paul Kruger

Next 10 Bike Routes Assessment Tool

- There is an existing bike network in Vancouver. It has some noticeable gaps, closing those gaps, improves safety and comfort and encourages more people to ride
- Comparing segments to fill the gaps by using population samples, time saved and number of intersections
- Grades, especially more severe grades limit the number of people who are able to use the route and therefore reduce the overall score of the route
- Recognizing the tool would be used to score a pool of routes
- City of staff commend the group for the impressive number of criteria's which were included in the algorithm
- City staff see some serious potential in informing their work over the next 5 years
- ATPC highlighted that due to limited volunteer capacity and availability fo resources, the algorithm is missing some important criteria, such as missing certain types of bike lanes (i.e. not including painted bike; lanes or spot improvements – i.e. only longer bike lanes are factored into the algorithm)
- For the purpose of the analysis, bike commuter routes are assumed to be 5-8km, Mobi trips are averaging about 15 min. Factors included the nature of businesses or services along the route.

Discussion

- There was some discussion from the ATPC that safety could be improved as local streets could be raised when they are intersecting with arterial streets.
- Although topography can't be (easily?) changed it can and should inform route selection and the model weighs both distance and topography
- The city staff articulated how the tool is useful when examining potential routes within a margin or corridor (i.e. we need a route on 14th, 15th or 16th Ave.) the tool would help inform which option should be considered
- The algorithm can take into account current bike route vs potential improvements to the same route and compare it to an alternative route.

Review of the Results:

- Mike provided an overview presentation, reviewed the scores of the bike routes he and the team analysed with the group.
- The routes Mike analysed are routes which are currently not considered as part of the city's existing bike routes plan.

Rank	Route	Endpoint	Endpoint	Alternate
1	Granville	Helmcken	6th	Hornby/Burrard/Cypress/7th
2	Cordova	Carrall	Burrard	Carrall/Dunsmuir/Hornby
3	Earles	27th	Kingsway	27th/BC Parkway/Gladstone/37th
4	Powell/Alexander	Carrall	Lakewood	Lakewood/Adanac/Carrall
5	Robson	Thurlow	Beatty	Bute/Comox/Helcken/Hornby/Dunsmuir
6	Kent	Hudson	Argyle	Arbutus/59th/Fraserview
7	St George/Prince Edward	10th	18th	10th/Ontario/18th
8	Rupert	Adanac	14th	Adanac/Slocan/15th
9	Fraser	8th	19th	Windsor
9	Fraser	19th	31st	Windsor
10	Graveley/Garden/Charles/William	Woodland	Boundary	Adanac

Next Steps:

- Mike would like to teach the city staff the intricacies of the methodology
- Get support for GIS mapping, technical and know-how
- Have the city sponsor the project and take it to the next level
- Further refine the criteria and model additional routes, include a sensitivity analysis.
(Additional criteria, taking advantage of a reconstruction opportunity, proximity to bike share zones, connection to transit or difficult to access features like bridges)

New St.Paul's Policy Statement

- The draft policy statement is going to City Council on June 14th
- St.Paul's policy statement has been drafted after consultation and a 3 phase process working in concert with Providence Health Care, the architects and developers
- There was stakeholder workshops in June 2016, an online questionnaire and open houses for public consultation earlier this month. (The online questionnaire closes on May 22nd)
- Rezoning 2018, Completion of the hospital in 2024
- Health, Economy and the Environment are 3 key factors the new St.Pauls plans on advancing.
- The new hospital is being developed in the context of the ongoing False Creek Flats planning process
- Seaside greenway and union Adanac bike routes are within very close proximity, along with existing Skytrain and bus routes
- New St.Pauls is approximately 400m from the sky train station

- There is ongoing discussions with Translink to better align the bus routes to accommodate pick-up and drop off at the hospital (i.e. route some buses down the high street)
- 4 new roads will be developed on the site, dividing the site into 4 parcels, 1 for the main campus and 3 supporting use sites (research, retail, office etc)
- Hospital service vehicles (linen drop off, catering services etc.) would come off the new North / South local street
- Design currently includes a wellness loop, advancing the 'walk the line' principals
- Campus is approx. 3 million square feet, very dense site (1.4million square feet for the hospital site) Current St.Pauls Hospital is about 1 million square feet
- The policy statement also includes multiple expansion areas, which could be developed into the next decade
- City has had many discussions regarding the best ways to integrate the transportation infrastructure of the hospital.
- The new arterial street, new high street and national avenue realigned, would have protected, separated unidirectional bike lanes (separating bikes from pedestrians and automobiles)
- The new local street would have a 2 way bike path, accommodating a larger wellness loop
- Parking would be accommodated on site and not necessarily on street, building on the lessons learned from the 10th Ave medical precinct.

Question and Answer Portion

What consideration is there for the new Broadway Skytrain extension line and the connections to the hospital?

Station would be at great northern way (about a 15 min walk) but the new high street would connect to the new station. (with separated bike lanes)

What considerations are in the policy statement about bike share stations?

The policy statement includes at least 2 bike share stations.

Was there consideration for integrating a bus stop within the hospital footprint?

No, but there is an expectation that there will be adequate, covered bus stops nearby.

What considerations are there for redesigning or improving Thornton Park?

Thornton Park is a heritage park; as a result Parks Board is very conscious about preserving that status and character. Further consultation with Parks Board will occur.

National Avenue would be a great way to cycle from the seawall to the hospital, has that been considered?

Yes. The new arterial road and National Ave. would extend all the way to the seawall (as part of the North East False Creek Flats plan and the viaducts redevelopment)

The policy statement refers to outdoor spaces that are public, semi-public and private; what is a private open space and who would have access?

The hospital has expressed a desire to have controlled spaces to support the various uses including, two childcare areas, an aboriginal healing space, patient areas and roof top gardens , expectation that open spaces at ground level be publically accessible.

What about pick up and drop off locations for people in wheelchairs / vulnerable road users? Would they be expected to cross a bike lane?

The intention is that Health Blvd. be designated for drop off and pickup, which would eliminate those conflicts as cyclist would be expected to dismount in this area.

Bikers arriving at the hospital, where would they park?

The design would have multiple entrances to hospital, discouraged bikers from using health Blvd. but there would be designs to encouraging cyclists and bike parking

Are the bike lanes and the sidewalks at the same level, it appears to be based on the cross section?

Yes, in the current cross section they are at the same level, this is typical cross section, the height is being considered as part of the NE false creek plan and it is being refined through other projects working, taking into consideration people who are visually impaired and other vulnerable users (currently being evaluated and piloted elsewhere in the city) Other treatments are also being considered such as paint and surface textures

Has there been thought about way finding one site yet? Especially for cyclists looking for bike parking?

Yes there is a policy for multiple levels of way finding i.e. Pedestrians and vehicle users. Cyclists have not been explicitly addressed as an additional segment, but is something the city will take back to the hospital, including how internal hospital building way finding could extend outside.

Has there been consideration for onsite bike parking for visitors and users?

Yes, but it will be worked out in the rezoning phase not at the policy development phase

New high-street what is the consideration for the name?

The civic asset naming committee will review it later.

21 March 2018

Projects Subcommittee Notes

5:30pm to 7pm

Chair (and Notetaker): Ben Wells

Present: Scott Edwards (CoV), Mike Feaver, Matej Mekar, Michelle Lee-Hunt, Evan Hammer, Gene Chin, Colin Brander, Clark,

Scott Edwards - Vancouver Bicycle Share Update

1. General Update
 - a. 125 Stations currently. Covering core area as predicted at outset. 10 stations per km²
 - b. Furthest west is 4th and Vine. Furthest East is Gore and Adanac
 - c. 1250 bikes. 44,000+ users. Nearly 4000 rides on busiest day. Trip length is 19 min on avg.
 - d. Often multimodal trips
 - e. Winter 2017 had 2x use from previous winter
 - f. Replacing a car parking spot with a bike share station minimum 5:1 trip turnover increase. Many 20:1, some as high as 40:1
 - g. 17% increase in trips that weren't going to happen before throughout area
 - h. 19 of top 20 stations are on AAA bikeways
 - i. About 77/23 regular/annual vs casual users
2. Phase 2 expansion is starting in the next 2 weeks. Main to Victoria, South to 16th
 - a. Public space usually refers to public roadways for locations.
 - b. Off street, private sites are hard to come by, approx 15% of stations currently in existing system.
 - c. New developments are increasingly having stations integrated at the beginning, with CoV requesting that and prioritizing it against other CDC needs etc. Space requirements eliminate 90% of dev applications from suitability
 - d. Solar exposure, concrete surface, space to get equipment in and out is needed.
 - e. 3 to 5 years lead time from inquiry (prior to dev. app) to installation of station components.
3. Zoning Questions and desire for input on zoning
 - a. 2012 zoning districts (not CD) and some CD districts were amended.
 - b. Further amendments may be needed because some zoning (CD1 and ODP for ex) exclude "retail " use of bike share.
 - c. Report in June to council to fix some of these
 - d. Staff looking for ATPC support on staff recommendation to council "update and amend the Z&D by-law and ODP's to ensure that PBS is an allowed use of private land throughout the City"

? Any implications for dockless bike share?

- No, all public bike share are defined the same
- Individual use

?Is the list of zones and locations split in a strategic manner?

- Yes, the first portion have already had statutory right of way for PBS approved for them (ie Rogers Arena has the space, but the area plan)

?What are the strategies for getting PBS into phase 2 expansion area to address the smaller dev. Sites in phase two area?

- Asking for 2 meters right of way rather than 4. And managing space well (using less than earlier approaches)
- In lower density areas, using public road space rather than private

?This amendment and policy approach just helps improve the implementation of PBS?

- Yes, it just makes it legal

?Starting to look at phase 3?

- There are dreamers. There is regional desire.
- 5 Year contract between CoV and VBS. Jan 1 2016 was beginning of 5 year term.
- Expansion locations are yet to be determined.

?What's the time frame you need this on?

- Ideally next voting meeting

?Any infrastructure we could support to make Mobi more successful?

- Not really?

?Are outreach efforts appreciated?

- Input is very localized.

?Relations with BC Housing?

- We talk to them, but space is tough.

Gene volunteered to write the motion for next voting meeting.

Dunsmuir > Hornby to Burrard

- Start with asking Dale for spot improvement on the 900 block Dunsmuir > Tasked to Ben Wells

Gore North South route from Adanac to E Pender on West side of st?

- Ben Wells to check with Dale on the progress on that.

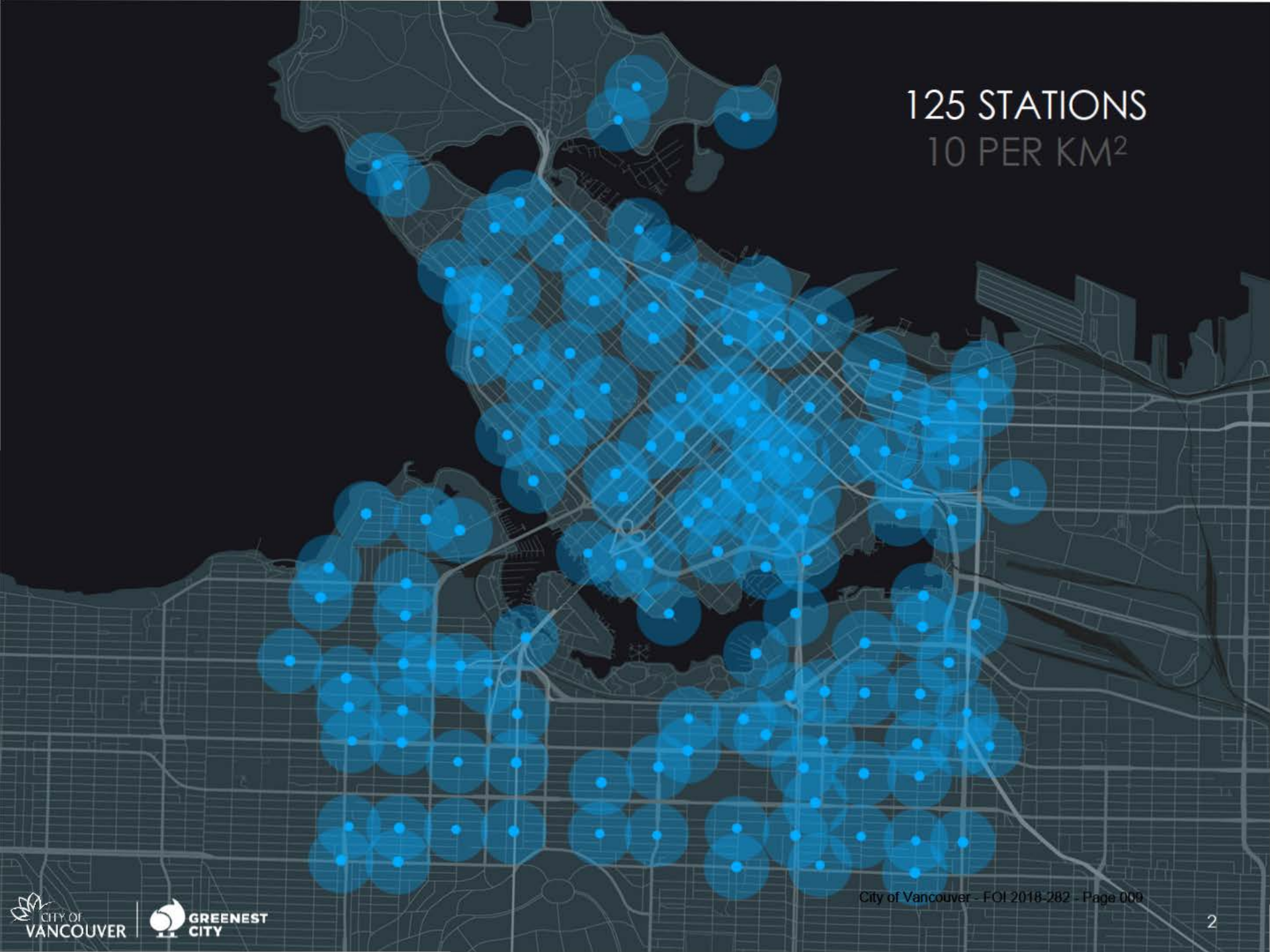
ATPC Update on Vancouver Public Bike Share Program



Scott Edwards

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125 STATIONS
10 PER KM²



44,000+

Mobi users to date

That's around

20



Cruise ships worth of passengers

715,000+

Trips to date covering over 2 million KM



Combined distance

50 trips

around the world

Average trip length is 19 minutes

3,916

Rides on busiest day



PHASE II EXPANSION

PHASE I

PHASE II

• COMMERCIAL
-BROADWAY

VICTORIA DR

16TH AVE

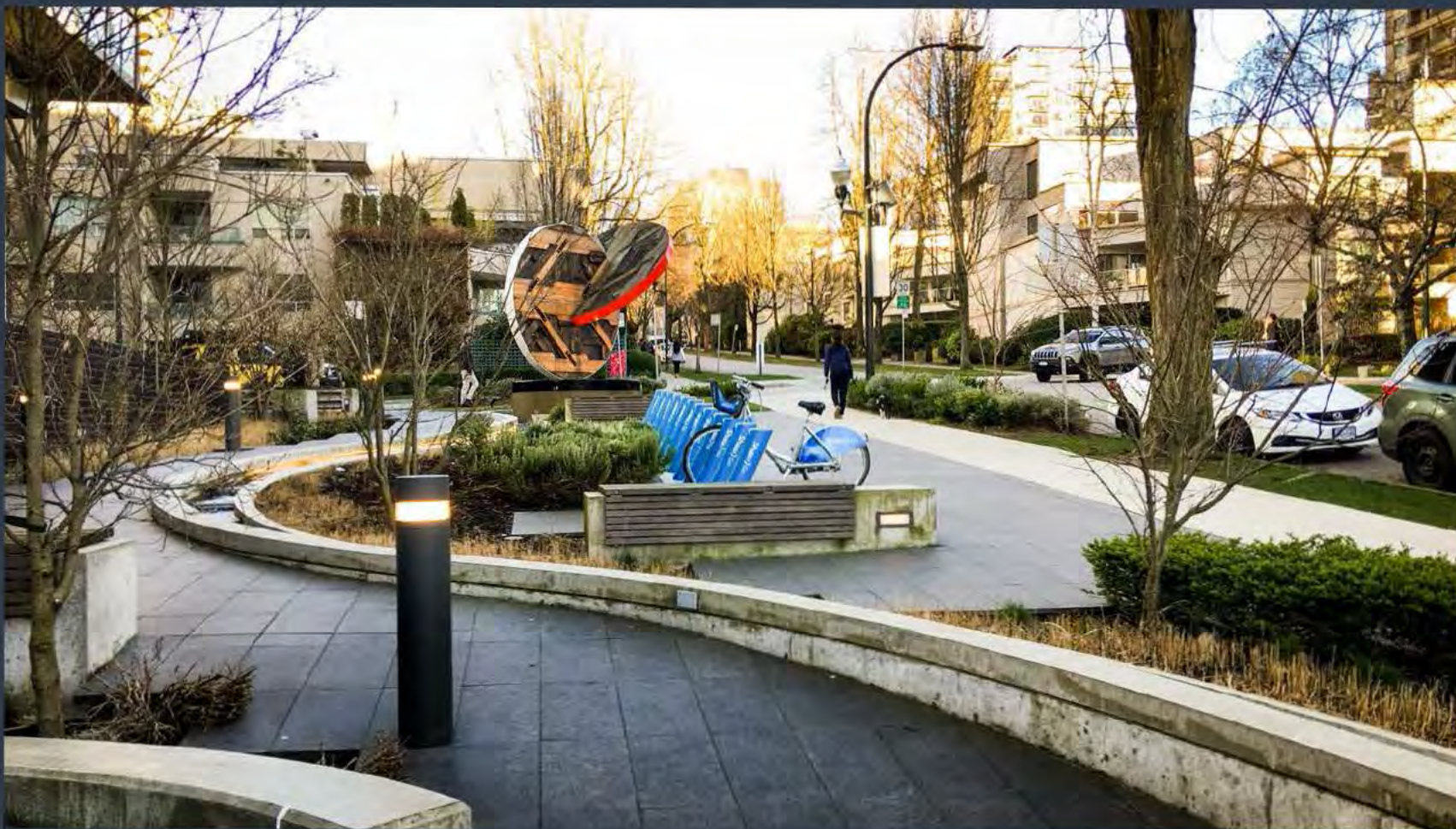
PBS will provide additional mobility



PBS on private sites



PBS on private sites



Zoning & Development Bylaw Housekeeping

RM-7, RM-7N and RM-7AN

RM-7, RM-7N and RM-7AN Districts Schedules

1 Intent

The intent of this schedule is to encourage development of ground-oriented stacked townhouses or rowhouses, while continuing to permit lower intensity development. In RM-7AN, this includes courtyard rowhouses. Siting and massing of new development are intended to be compatible with, but not the same as, pre-existing single family development. Secondary suites compatible with, but not the same as, pre-existing single family development are encouraged for new of character buildings and high quality design and livability standards are encouraged for new development. The RM-7N and RM-7AN Districts differ from the RM-7 District because they require noise mitigation for dwelling units fronting arterial streets or in proximity to a rapid transit gateway.

Individual one-family dwellings and one-family dwellings with a secondary suite (with or without a laneway house) are permitted uses; however, if developed as the only principal building on a site, these uses are regulated by the RS-1 District Schedule. In all other cases, this schedule will apply.

2 Outright Approval Uses

Subject to all other provisions of this by-law and to compliance with the regulations of this schedule, the uses listed in section 2.2 are permitted in these districts and will be issued a permit.

2.2 Uses

- 2.2.A • Accessory buildings customarily ancillary to any of the uses listed in this schedule, except for accessory buildings ancillary to multiple dwelling and triplex rowhouse use, provided that:
 - (a) no accessory building exceeds 3.7 m in height, measured to the highest point of the roof if a flat roof, to the deck line of a mansard roof, or to the mean height of the level between the eaves and the ridge of a gable, hip or gambrel roof, except that no portion of an accessory building may exceed 4.6 m in height;
 - (b) all accessory buildings are located:
 - (i) within 1.9 m of the ultimate rear property line, and
 - (ii) no less than 3.6 m from the ultimate centre line of any rear or flanking lane and 1.5 m from a flanking street;
 - (c) the total floor area of all accessory buildings, measured to the extreme outer limits of the building, is not greater than 48 m²;
 - (d) no more than 50% of the width of the site at the rear property line is occupied by accessory buildings;
 - (e) no accessory building is closer than 3.7 m to any residential dwelling; and
 - (f) roof decks and sun decks are not located on an accessory building.
- Accessory Uses customarily ancillary to any of the uses listed in this schedule, provided that accessory parking spaces must comply with the provisions of section 2.2.A (b) of this schedule.

2.2.DW (Dwelling)

- Multiple Conversion Dwelling, provided that:
 - (a) no additions are permitted;
 - (b) no housekeeping or sleeping units are created;

RT-11 and RT-11N

RT-11 and RT-11N Districts Schedules

1 Intent

The intent of this schedule is to allow a variety of housing options by encouraging development of multiple small houses and duplexes on larger lots and assembled sites, while continuing to permit lower intensity development on smaller sites. Siting and massing are intended to be compatible with, but not the same as, pre-existing single family development. Laneway houses, secondary suites, and lock-off units are permitted, within limits, to provide flexible housing options. Retention of character buildings and high quality architectural design of new development is encouraged. The RT-11N District differs from the RT-11 District because it requires evidence of noise mitigation for residential development.

Individual one-family dwellings and one-family dwellings with a secondary suite (with or without a laneway house) are permitted uses; however, where developed as the only principal building on a site, these uses are regulated by the RS-1 District Schedule.

2 Outright Approval Uses

Subject to all other provisions of this by-law and this schedule, the uses listed in section 2.2 are permitted in this district and will be issued a permit.

2.2 Uses

- 2.2.A • Accessory buildings customarily ancillary to any of the uses listed in this schedule, provided that:
 - (a) no accessory building exceeds 3.7 m in height, measured to the highest point of the roof if a flat roof, to the deck line of a mansard roof, or to the mean height of the level between the eaves and the ridge of a gable, hip or gambrel roof, except that no portion of an accessory building may exceed 4.6 m in height;
 - (b) all accessory buildings are located:
 - (i) within 1.9 m of the ultimate rear property line, and
 - (ii) no less than 3.6 m from the ultimate centre line of any rear or flanking lane and 1.5 m from a flanking street;
 - (c) the total floor area of all accessory buildings, measured to the extreme outer limits of the building, is not greater than 48 m², except that:
 - (i) floor area previously excluded from existing development pursuant to section 4.7.4 (c) of this schedule, and
 - (ii) the floor area of a laneway house, must be deducted from the total allowable accessory building floor area;
 - (d) no more than 50% of the width of the site at the rear property line of any lot is occupied by accessory buildings; and
 - (e) roof decks and sun decks are not located on an accessory building.
- Accessory Uses customarily ancillary to any of the uses listed in this schedule, provided that accessory parking spaces must comply with the provisions of section 2.2.A (b) of this schedule.

Zoning & Development Bylaw Council direction

“to allow for Public Bike Share City-wide”



VANCOUVER

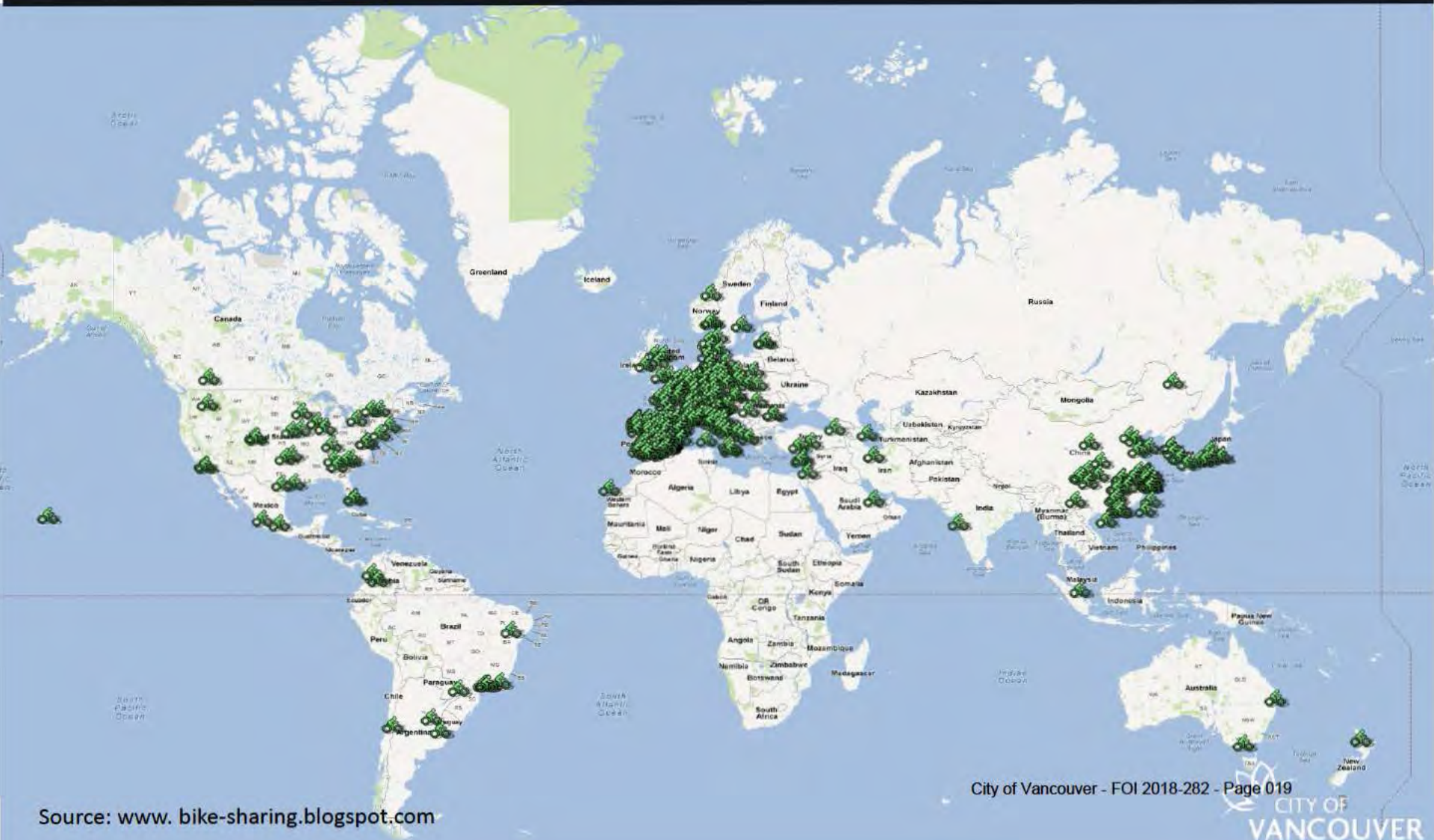
Scott Edwards

Active Transportation Policy Council
October 11, 2017

MOBI BIKE SHARE



BACK IN 2013...



Source: www.bike-sharing.blogspot.com

TODAY

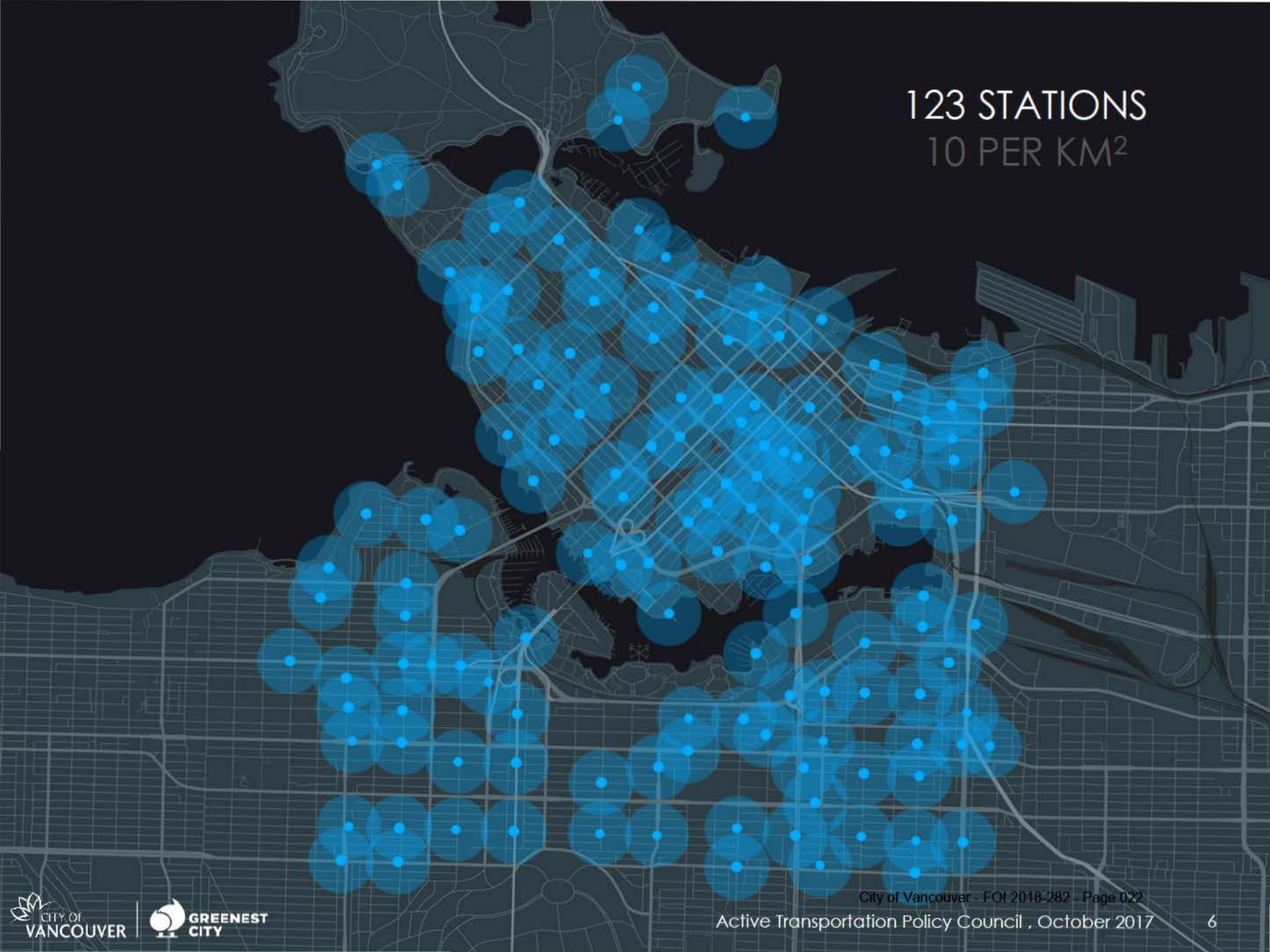


Source: www.bike-sharing.blogspot.com

City of Vancouver - FOI 2018-282 - Page 020

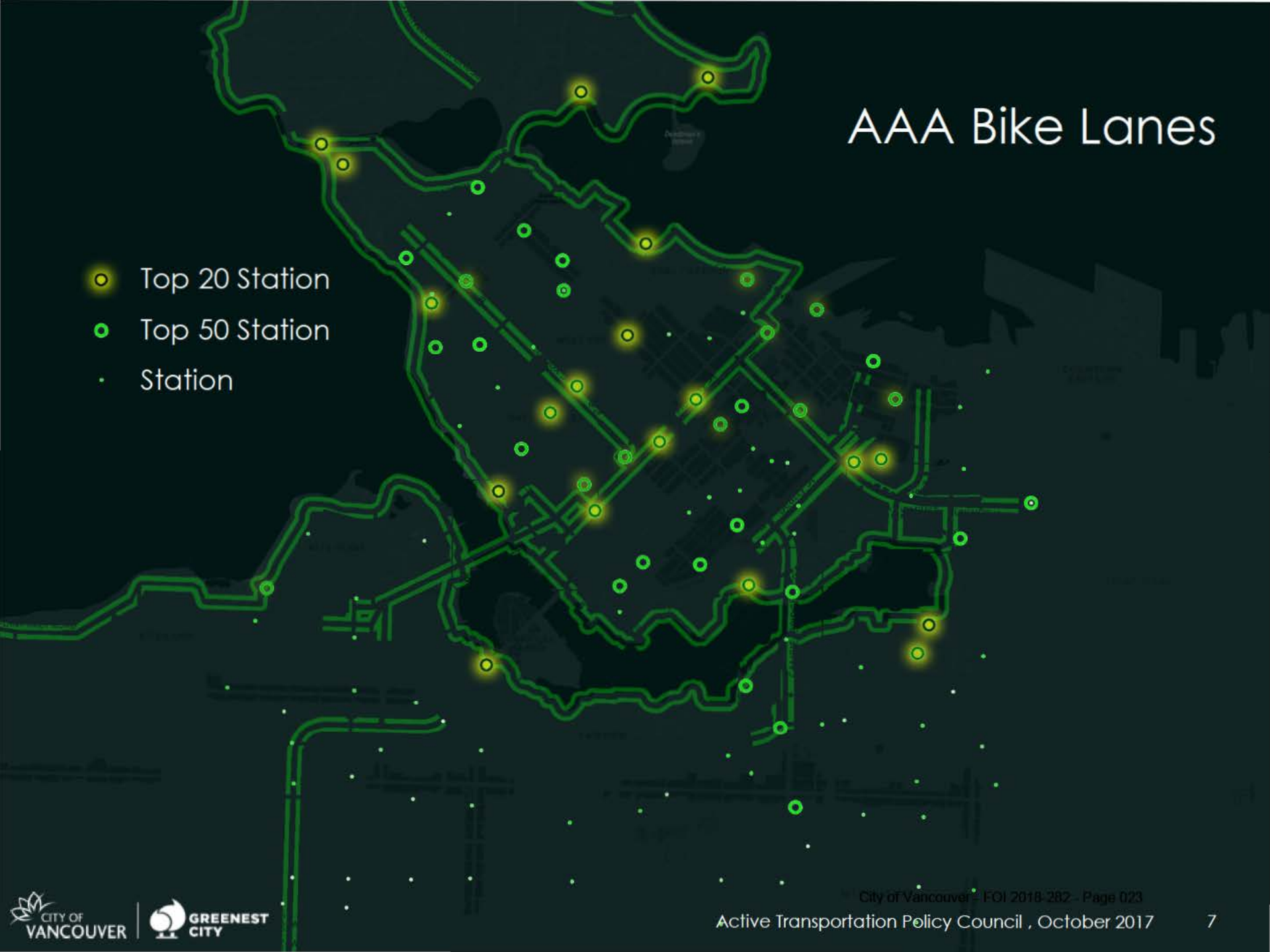
February 2016	City entered into an agreement with CycleHop Corp Canada
July 2016	Mobi, operated by Vancouver Bike Share, launches with 250 bikes at 250 stations
December 2016	Mobi partners with Shaw Go
October 2017	Mobi by Shaw Go operates 125 stations with 1,300 bikes

123 STATIONS
10 PER KM²



AAA Bike Lanes

- Top 20 Station
- Top 50 Station
- Station



- Top 20 Station
- Top 50 Station
- Station



63%

owns one or more private bikes



79%

use Mobi to ride one-way or for just a part of their trip



600,000

trips to date covering over 1.7 million KM



Combined distance of
42 trips
around the world

average trip length of 18 minutes

3,916

rides on the busiest day



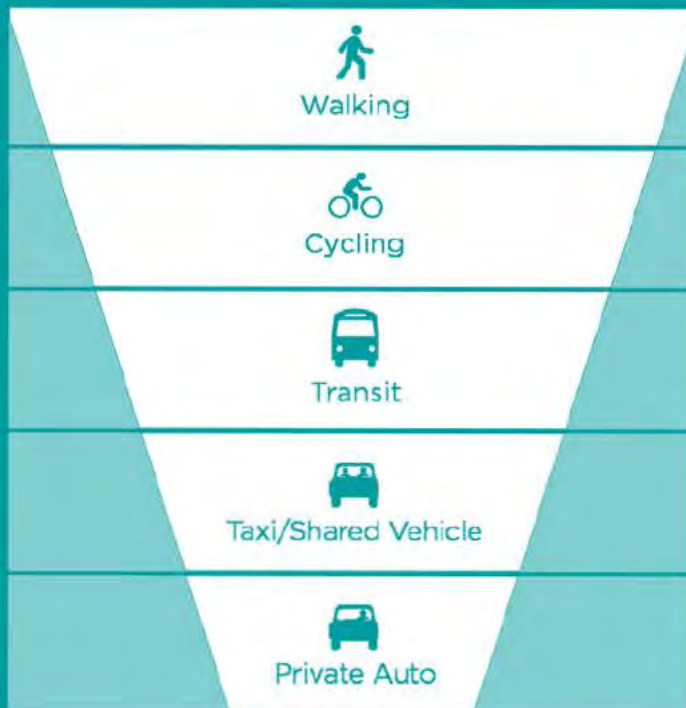
BIKE TRIPS VANCOUVER

Mobi users only make up a very small fraction of all cyclists in Vancouver.

Most Mobi trips are taken by long term members outside of tourist hot spots.



BALANCING NEEDS



TIMING

Feasible

Ideal



PUBLIC LAND

*Incorporating into new street designs,
or reallocating parking spaces*



PRIVATE LAND

*On partner sites or through rezoning
and development*



ON STREET SPACE USE

Low usage station in high usage parking zone

Parking spots allocated to bike share serve more people/trips than parking spaces.



HOW DO YOU MOBI?



Scott Edwards, P.Eng., M.Eng.

604.873.7320

City of Vancouver, FOL 2018-282, Page 030
Manager, Public Bike Share

scott.edwards@vancouver.ca

Price Structure



24 HOUR PASS

Unlimited 30 minute rides.



90 DAY PASS

Unlimited 30 minute rides.



365 DAY PASS STANDARD

Unlimited 30 minute rides

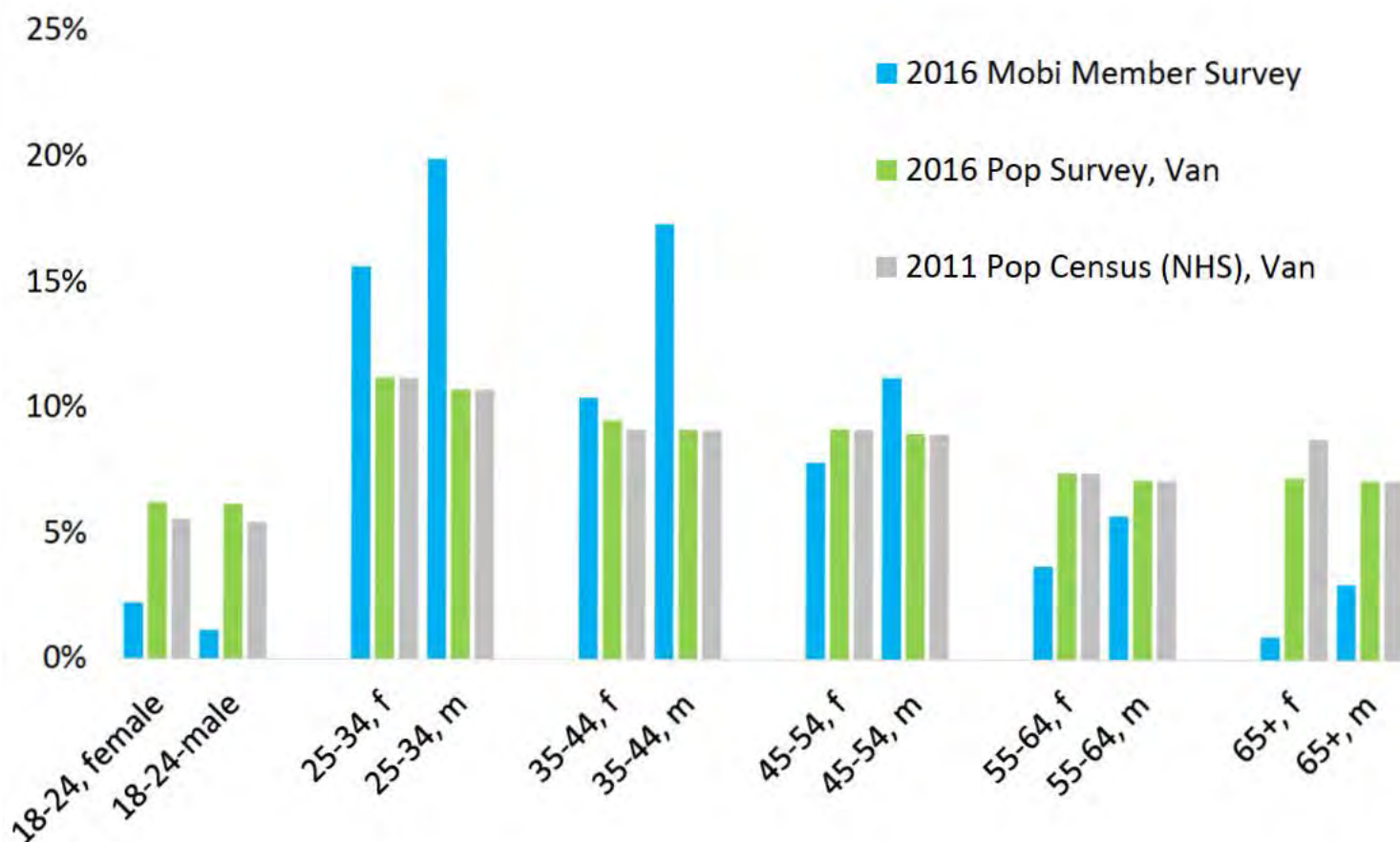


365 DAY PASS PLUS

Unlimited 60 minute rides

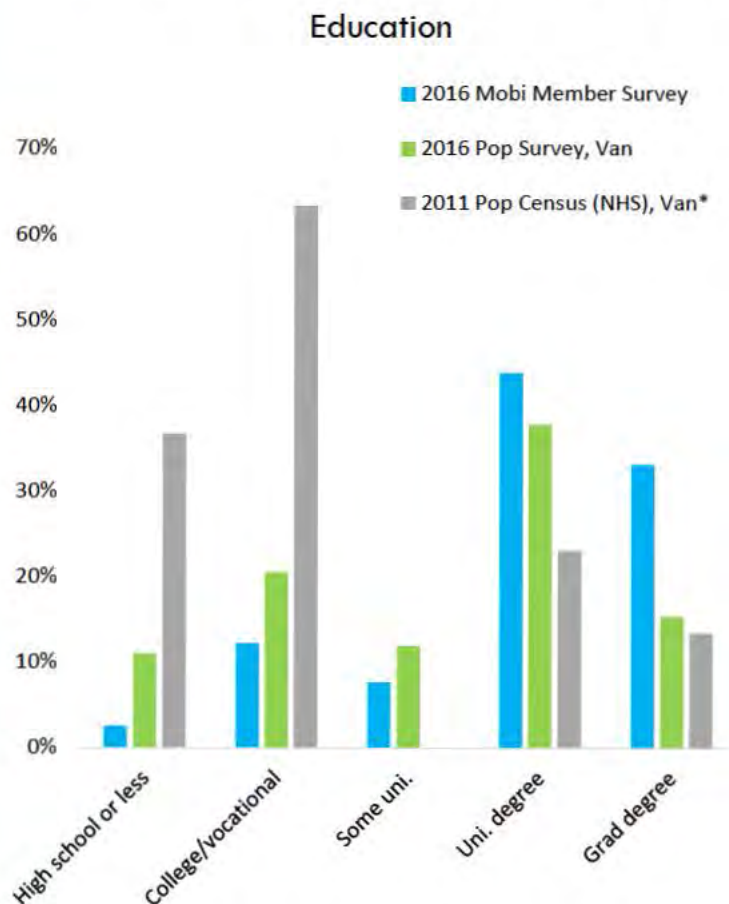
Who are Mobi members?

Age and gender comparisons



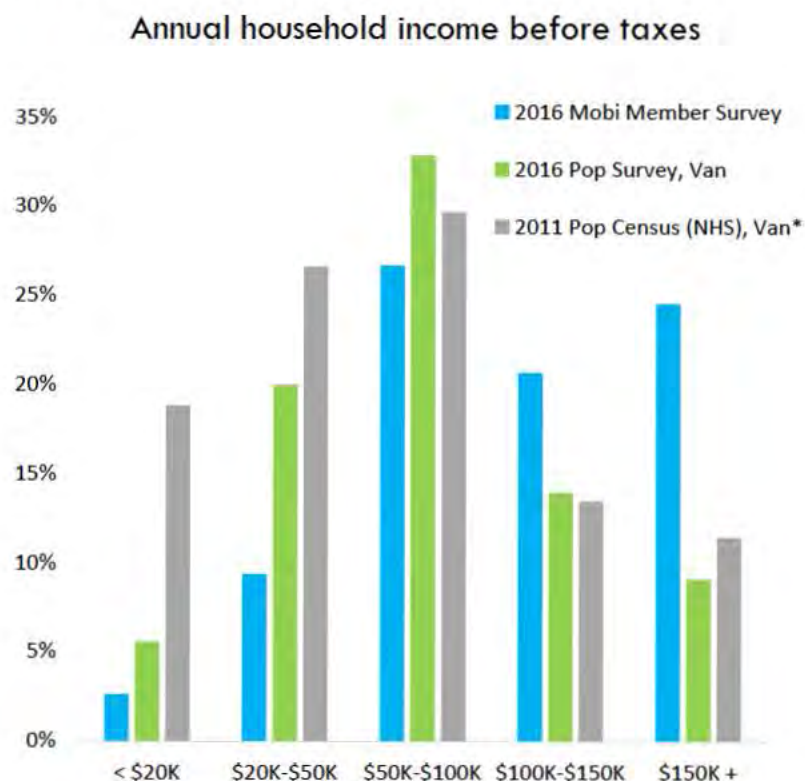
Who are Mobi members?

Education and income comparisons



Notes: 2016 Mobi Member Survey, N=1726 (33 no response); 2015 Pop Survey, N=1117; 2016 Pop Survey, n=1014; AGE 18+
Survey Question: **What is the highest level of education you have completed?**

2011 Stats Canada National Household Survey, N= 518975, Total population aged 15+ by highest certificate; diploma or degree, no comparable data for "some university" category

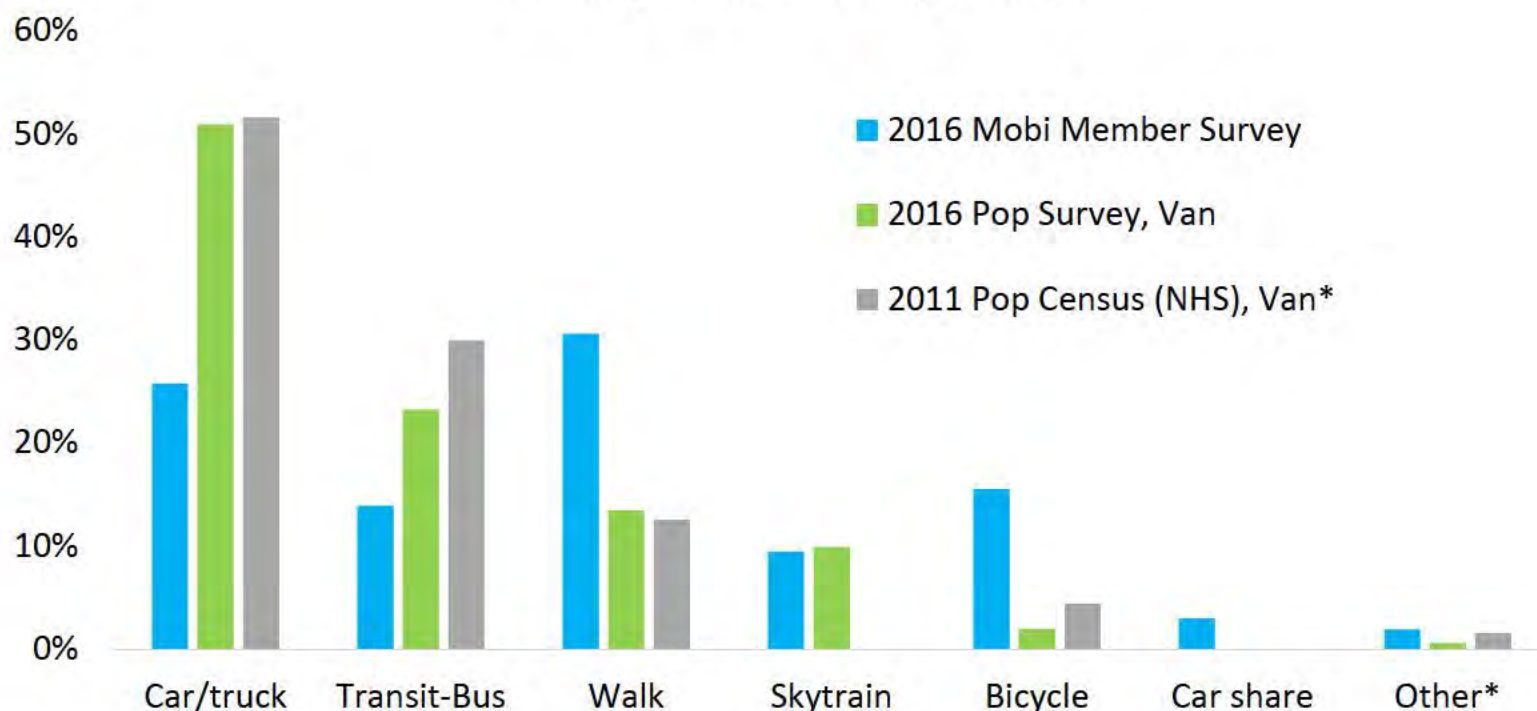


Notes: 2016 Mobi Member Survey, N=1726 (33 no response); 2015 Pop Survey, N=1117; 2016 Pop Survey, n=1014;
Survey Question: **Which of the following describes your total annual household income before taxes?**

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2011 Stats Canada National Household Survey, N= 264575, **Income of households in 2010**

Mobi members walk & cycle more, and drive & transit less....

Primary mode of transportation



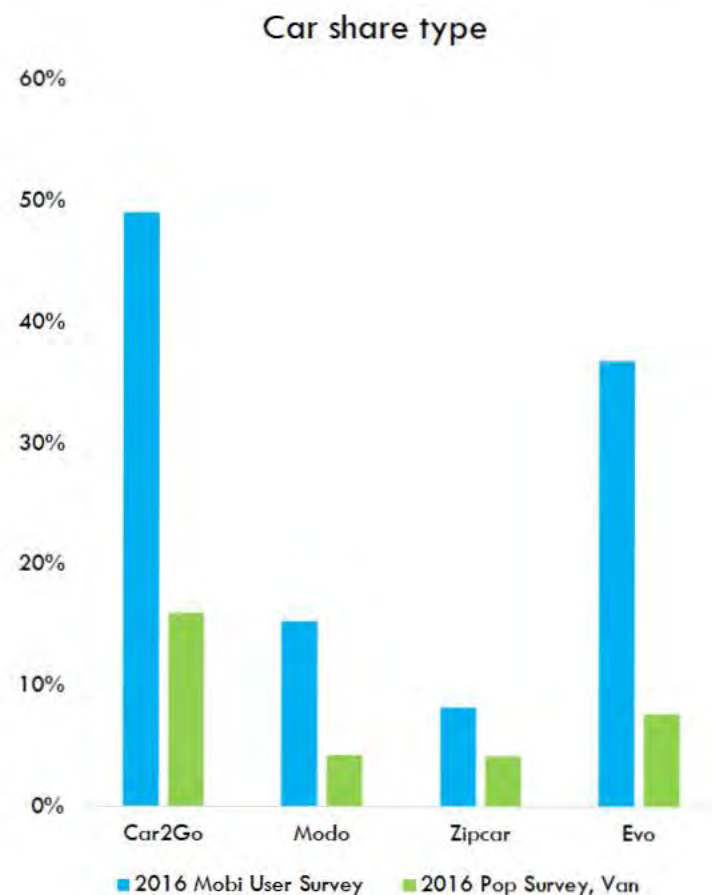
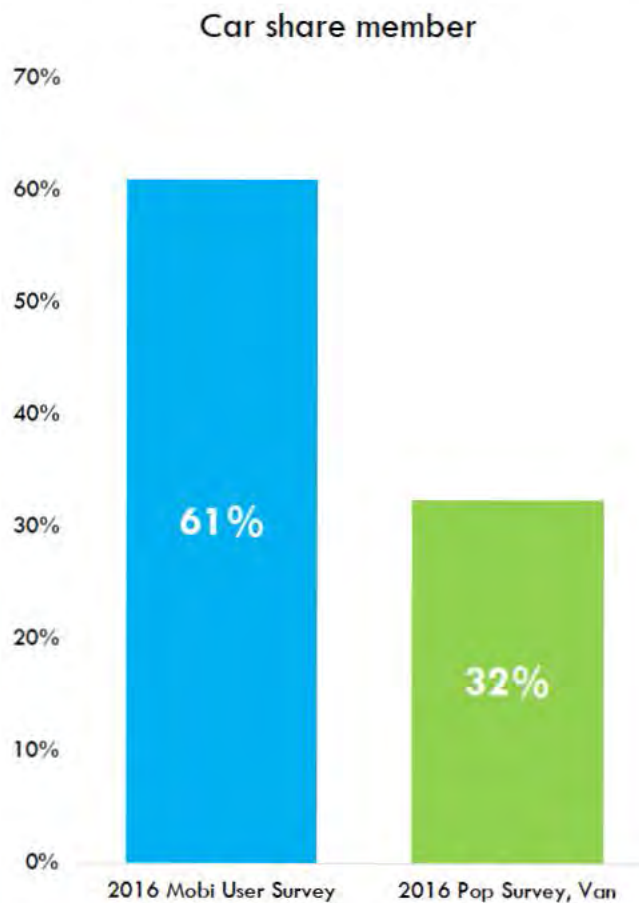
Notes: Mobi User Survey: N=1759; Population Panel Surveys: 2015, N=1117; 2016, n=1014

Survey Question: **[Q1] Overall, which mode of transportation do you use most often to get around? (Select one response only)**

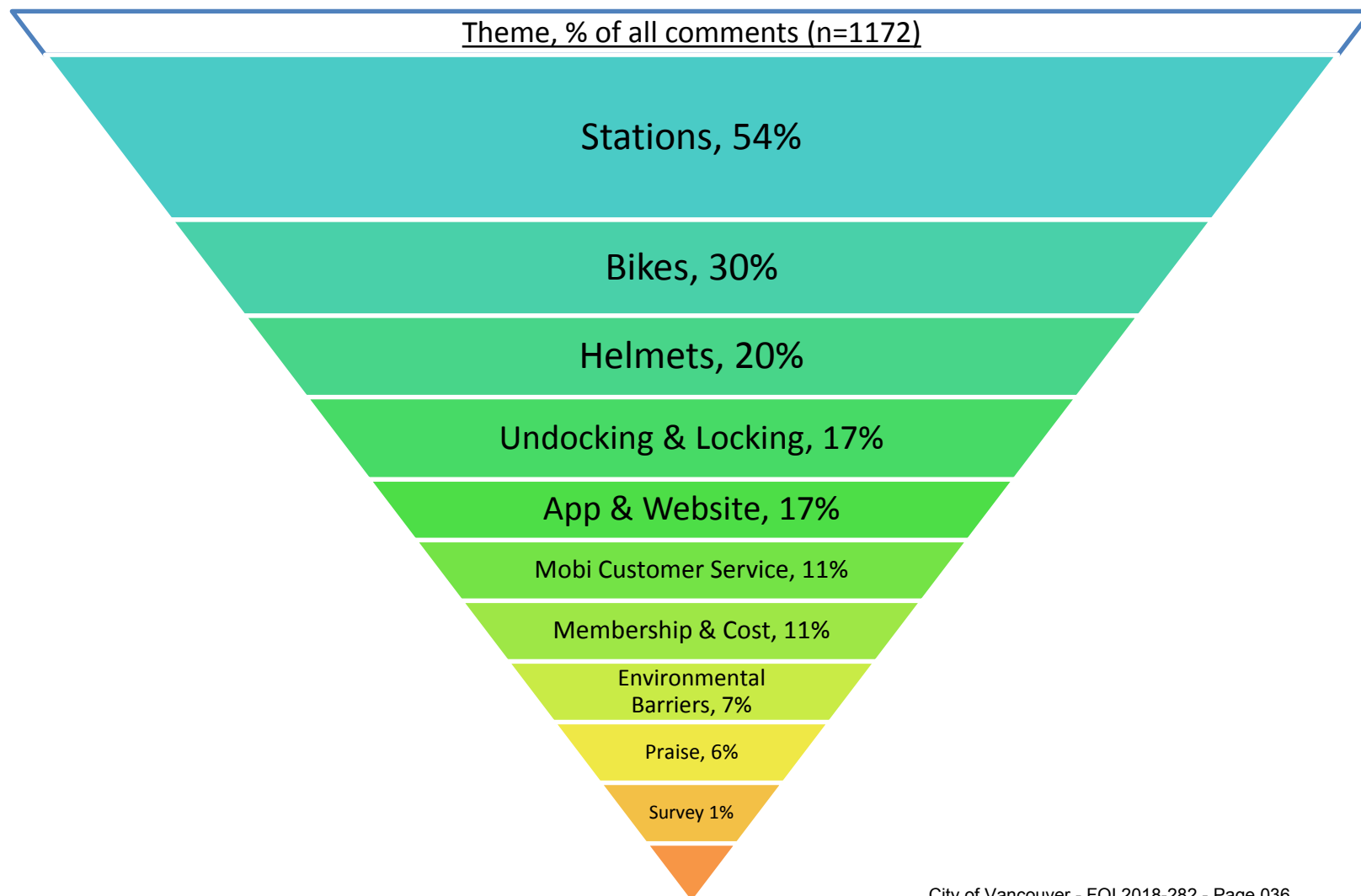
*2011 NHS data for Vancouver (N=294790) counts employed population aged 15 years and over with a usual place of work or no fixed workplace address by **mode of transportation** "car/truck" category "private motor vehicle" for Mobi survey and combination of "Car, truck or van - as a driver" and "Car, truck or van - as a passenger" for the 2011 NHS survey.

- Counts for "motorcycle", "seabus" and "taxi" categories provided for Mobi Survey and 2016 Pop survey combined here with "other"
- "car share" category not provided on 2016 Pop and 2011 NHS surveys.
- "skytrain", "motorcycle", "seabus" and "taxi" categories not available for 2011 NHS survey.C

Buying into the “sharing” phenomena



Recommendations for System Improvements: Major Themes from Mobi Members



DOCKLESS BIKE SHARE



DOCKLESS BIKE SHARE

