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To: ["Direct to Mayor and Council - DL"](#)  
Date: 12/13/2022 12:51:05 PM  
Subject: Council Memo - Update on Lock It or Lose It Improving Secure Bike Infrastructure in the City of Vancouver - RTS 15154

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Dear Mayor and Council,

Please see the attached memo from Lon LaClaire. A short summary of the memo is as follows:

- ☐ In April 2022, prompted by the loss of informal bike parking associated with the replacement of parking meters with pay stations, Council passed a motion that outlined short-term and long-term actions to improve parking infrastructure for bicycles and micromobility devices.
- ☐ In response to short-term actions, staff have taken steps to ensure no further loss of informal bike parking opportunities.
- ☐ Staff have updated the City's inventory of bike racks on City Streets; there are approximately 3,200 bike racks and 4,000 parking meter posts (informal bike racks).
- ☐ Staff plan to report back to Council with a detailed update and progress report on the creation of a comprehensive bike and micromobility parking strategy in the first half of 2023.

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca).

Best,  
Paul

**Paul Mochrie** (he/him)  
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City of Vancouver  
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliwətał (Tsleil-Waututh) Nations.

## MEMORANDUM

December 13, 2022

TO: Mayor and Council

CC: Paul Mochrie, City Manager  
Armin Amrolia, Deputy City Manager  
Karen Levitt, Deputy City Manager  
Rosemary Hagiwara, Acting City Clerk  
Maria Pontikis, Chief Communications Officer, CEC  
Teresa Jong, Administration Services Manager, City Manager's Office  
Kareem Allam, Chief of Staff, Mayor's Office  
Trevor Ford, Director of Operations, Mayor's Office  
Mellisa Morphy, Director of Policy, Mayor's Office

FROM: Lon LaClaire  
General Manager, Engineering Services

SUBJECT: Update on Lock It or Lose It: Improving Secure Bike Infrastructure in the City of Vancouver

RTS #: 15154

On April 13, 2022, Council passed the motion *Lock It or Lose It: Improving Secure Bike Infrastructure in the City of Vancouver* which outlined short-term and long-term actions to improve parking infrastructure for bicycles and micromobility devices such as e-kick scooters. The motion came largely as a response to concerns about the installation of pay stations, replacing parking meters which are often used as informal bike and micromobility parking. The full Council motion can be found in Appendix A.

Prior to the motion, staff were planning on retrofitting approximately 20% to 40% meter poles across the city into bike racks. The remainder were estimated to be unsuitable due to safety, accessibility, or usability challenges such as being too close to trees, lamp posts, curbs, or other infrastructure. A picture of a retrofit parking meter post can be found in Appendix B.

### Short-term Directions and Actions

In the *Lock it of Lose It* motion staff were directed to undertake the following short-term actions:

- Develop a more robust retrofit and replacement plan to address the loss in informal bike parking created by the removal of parking meters; and,
- Create an inventory of public locking infrastructure, including ad-hoc infrastructure.

Since the motion, staff have taken steps to ensure no further loss of formal and informal bike racks; any parking meters made redundant by the pay station project have been temporarily bagged to allow their continued use as ad-hoc bike parking. These bags will remain in place until:

- They are determined to meet the City's bike rack placement guidelines and converted into "post and ring" bike racks; or,
- They are no longer required, as determined through a comprehensive secure bike parking strategy.

A picture of a bagged parking meter post can be found in Appendix B.

Additionally, in locations where parking meter posts were in the process of removal during the current paystation roll-out, staff have arranged for additional, nearby bike racks to be installed at a 1:1 ratio.

Staff have also updated the City's geographic information system (GIS) inventory of bike rack infrastructure. Today, there are approximately 3,200 bike racks and 4,000 parking meter posts (informal bike racks) located on City Street. Maps of bike racks and parking meter posts can be found in Appendix C.

### **Long-term Actions and Next Steps**

In the *Lock it or Lose It* motion staff were directed to expedite the development of:

- projected bicycle and micromobility locking infrastructure needs required to meet CEAP goals; and
- a comprehensive secure bike parking strategy based upon best practices.

The City's [Transportation 2040 Plan](#) lays the groundwork for this strategy, with policies to provide abundant, secure, and convenient bike parking and other end-of-trip facilities. The actions contained within this policy capture a spectrum of bike parking needs, including: on-street and off-street bike parking; short-term and long-term parking; conveniently-located racks and higher-security parking such as lockers and parkades; requirements for special events; requirements for new buildings; a retrofit program for existing buildings; and more.

Staff plan to report back to Council with a detailed update and progress report on the creation of a comprehensive bike and micromobility parking strategy in the first half of 2023.

Should you have any questions or comments on this topic, please feel free to contact me directly.



Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

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## Appendix A – Council Motion

### Lock it or Lose It: Improving Secure Bike Infrastructure in the City of Vancouver (Member's Motion B.5) (April 13, 2022)

- A. THAT Council affirms that secure end-of-trip bike and micro-mobility locking infrastructure are essential to meeting City of Vancouver goals pertaining to active transportation and Climate Action; and without intervention, the City will experience a net loss of secure end-of-trip bike locking infrastructure with the planned removal of parking meters city-wide.
- B. THAT Council direct staff to prepare an inventory of current public locking infrastructure, and needs to meet projected demands of our 2030 CEAP goals;

FURTHER THAT the inventory includes existing and at-risk ad-hoc public bike and micro-mobility locking infrastructure like parking meters, and this information is reported back to Council as soon as possible before the scheduled removal of city-wide parking meters.

- C. THAT Council direct staff to expedite a secure bike parking strategy that includes best practices that considers:
  - a. Safety and pedestrian comfort;
  - b. Locations relative to destinations;
  - c. Locations relative to major transit infrastructure and stations;
  - d. Locations based on needs and frequency of shopping and activities;
  - e. Locations that promote ease of use and shelter from elements;
  - f. Security from theft, target hardening, and crime prevention through environmental design;
  - g. Typologies for individual and high capacity parking including but not limited to rings, racks, bike corrals, and parkades;
  - h. Input from local BIAs, cycling, active transportation, and accessibility and disability advocates; and
  - i. Support for bike and micro-mobility parking infrastructure through reallocating a small portion of the considerable street parking revenue that otherwise flows into general revenue, based on historic dividends and projected new financial performance efficiencies that will be achieved through parking meter replacement.
- D. THAT Council request the Director of Engineering develop a more expeditious and robust plan for replacing or retrofitting parking meters with secure cycling and micro-mobility lockup infrastructure, including but not limited to:
  - a. appropriately disabling or covering defunct meters to indicate their function is not for paying parking charges, yet allowing them to continue functioning as ad-hoc secure bike and micro-mobility locking infrastructure;
  - b. More closely matching the two year schedule for meter removal with the three year schedule for meter bike and micro-mobility locking ring retrofits;

FURTHER THAT Local BIAs as applicable are engaged to identify, encourage, and support installation of secure bike and micro-mobility locking infrastructure where parking meters as ad-hoc securing bike locking infrastructure are removed.

## Appendix B – Parking Meter Retrofit Examples

### Parking Meter Retrofit Ring

Staff have developed a “post and ring” retrofit to convert old meters posts into high quality bike racks after the meter heads have been removed (see *Figure 1*).



*Figure 1 - Example of a “post and ring” bike rack retrofitted from a parking meter post*



## Bagged Parking Meters

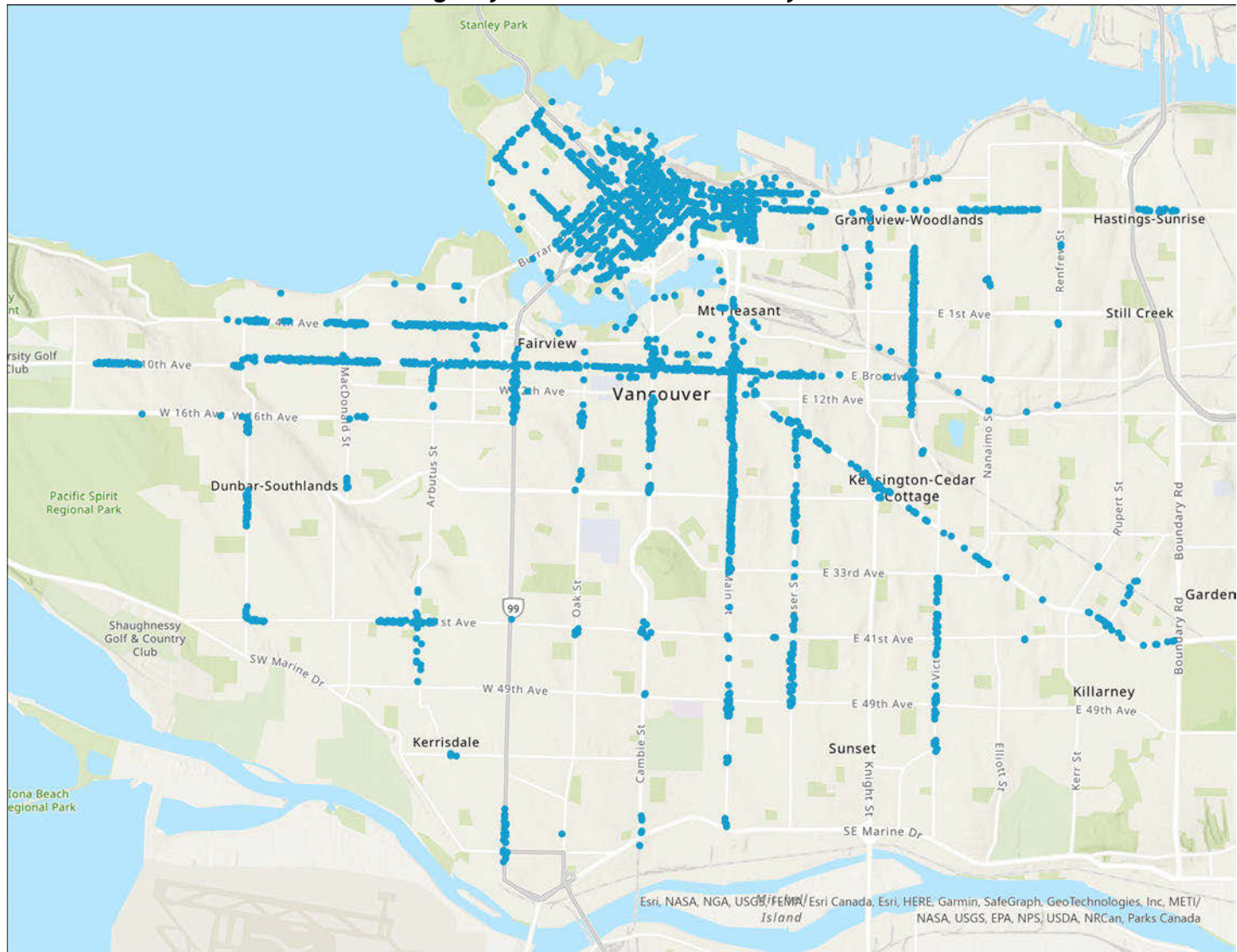
Bags are used to cover meters for long-term parking restrictions. These are already in stock and have been modified to allow for redundant parking meter heads to be covered, yet still function as ad-hoc bike parking (*Figure 2*). To date, modified bags have been deployed in the Mount Pleasant Industrial area.



*Figure 2 – Example of a parking meter covered by bag (ad-hoc bicycle rack)*

## Appendix C - Bike Rack Inventory

### Existing Bicycle Racks Located on City streets



**Existing single space parking meters (potential for use as informal bike parking)**

