

MOTION

8. **Lock It or Lose It: Improving Secure Bike Infrastructure in the City of Vancouver (Member's Motion B.5)**

At the Council meeting on April 12, 2022, Council referred the following motion to the Standing Committee on Policy and Strategic Priorities meeting on April 13, 2022, in order to hear from speakers, followed by debate and decision.

MOVED by Councillor Fry

WHEREAS

1. Cycling can be an inexpensive, healthy and convenient form of transportation;
2. Vancouver is a cycling city with 10% of trips to work or school and 6% of shopping trips made by bicycle.¹ With a BikeScore of 79, and a network of slowed street and separated cycling routes, Vancouver is referred to as the second most bike friendly city in Canada;
3. As part of Vancouver's Climate Emergency Action Plan, the city has target of 2/3 of all trips by walk/bike/transit by 2030;
4. Safe and secure end-of-trip cycling infrastructure like bike racks, storage lockers, and bike parking encourage and facilitate more trips by bike;
5. Vancouver has the most bike thefts per capita of any Canadian City. In 2020, 2,115 bicycles were stolen, although police say more thefts were never reported;²

The Vancouver Police Department's anti-theft and bike identification and registration program 529 Garage³ advises target hardening through secure locks and locations to make bike theft more difficult: "Your bike is only as secure as what you're locking it to. Make sure thieves can't lift your bike over the object or detach the object from the ground to take your bike. Shake the object first to check it's bolted or cemented. Avoid locking your bike to handrails or other mobility aids";

6. According to the City's current Open Data stats (currently out of date and under review) there are approximately only 2,422 public bike racks variously installed on City property, and including street use permit locations issued to commercial tenants, Business Improvement Associations (BIA), building owners and development companies, etc.;
7. The deficit of secure bike parking represents a barrier to making trips by bike and a hardship for anyone who has had their bicycle stolen or stripped;

In a 2009 report ⁴, the Vancouver Public Space Network warned that there is not enough bicycle parking to meet current demand. The report

further highlighted a lack of space in existing racks or distance of racks from cyclists' destinations as barriers to increasing trips by bike. The report further notes:

- a. Lack of infrastructure also results in increased bicycle theft, presents hazards to pedestrians, and damages city property;
 - b. Existing bicycle parking infrastructure is inadequate in terms of design, placement, and maintenance; and
 - c. Parking Meters are likely to be phased out in the City, further reducing the number of secure locations for bicycle parking in commercial areas;
8. Parking meters have served as ubiquitous and useful ad hoc cycling infrastructure in the form of a durable street furniture that is usually well located and in clear view of shopping and community destinations high traffic commercial districts and businesses. However:
- a. With the 2021 approved replacement of parking meters with digital parking stations, approximately 5,500 parking meters city-wide are scheduled to be removed by end of 2023. This means the loss of hundreds of secure bike lockups to Vancouverites who chose to shop, work, and play in our city by bike;
 - b. The city anticipates retrofitting only 2,000 of the parking meter posts with ring racks over the next three years;
 - c. The old meterheads and posts have no use beyond bike parking. Their parts are recycled or donated to other municipalities;⁵
 - d. By design, the replacement of parking meters with connected pay stations anticipates an increase in generation of street parking revenue; and
 - e. The actual and projected removal of parking meters represents a significant loss of necessary bike parking infrastructure;
9. The City of Vancouver lacks a comprehensive bike rack strategy that identifies quantities, locations, convenience, safety, best practices, and design guidelines for installing secure bike locking infrastructure. As per the Transportation Demand Management Action Plan for 2021-2025, a bicycle parking strategy will not be completed until the end of 2023;⁶ and
10. The lack of and ongoing loss of secure locking infrastructure for cyclists compromises the City's ability to meet goals of encouraging more Vancouverites to make more trips by bike.

THEREFORE BE IT RESOLVED

- A. THAT Council affirms that secure end-of-trip bike 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 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 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 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 locking infrastructure; and/or
- b. More closely matching the two year schedule for meter removal with the three year schedule for meter bike locking ring retrofits;

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

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1. Vancouver Walking and Cycling 2016 Report Card
<https://vancouver.ca/files/cov/walking-cycling-in-vancouver-2016-report-card.pdf>
2. Vancouver still has the most bike thefts per capita among major Canadian cities, despite efforts
<https://www.cbc.ca/news/canada/british-columbia/vancouver-still-has-the-most-bike-thefts-per-capita-among-major-canadian-cities-despite-efforts-1.5898575>
3. 529 Garage
<https://vancouver.ca/streets-transportation/register-your-bike-to-reduce-theft.aspx>
4. Vancouver Public Space Network: Bicycle Parking Infrastructure in Vancouver
https://www.vancouverpublicspace.ca/uploads/VPSN_Bike_Infrastructure_Report_June_09.pdf
5. City of Delta Kindness Meters
<https://www.delta.ca/KindnessMeter>
6. Transportation Demand Management Action Plan for 2021-2025 (Action 10H)
<https://vancouver.ca/files/cov/transportation-demand-management-action-plan.pdf>