



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: October 3, 2006
Author: Doreann L. Mayhew
Phone No.: 604.871.6445
RTS No.: 06290
VanRIMS No.: 13-1400-11
Meeting Date: October 17, 2006

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services

SUBJECT: 1999 Bicycle Plan Update, Action Item #9: Crime Statistics and Bikeways

RECOMMENDATION

THAT Council receive this report for information as part of an update on the 1999 Bicycle Plan.

COUNCIL POLICY

In 1999, Council approved the 1999 Bicycle Plan: Reviewing the Past, Planning the Future, which identified future bicycle facilities and initiatives.

In July 2006, Council received an update report on the status on the 1999 Bicycle Plan Action Items. Staff were to report back to Council on Action Item #9, "Analyze crime statistics to ensure that there is a continued lack of correlation between crime and the presence of a bicycle facility".

SUMMARY

This report provides Council with an update on Action Item #9 of the 1999 Bicycle Plan. As part of the 1999 Bicycle Plan, crime rates throughout the City were reviewed to determine if there was a correlation between crime rates and the presence of bicycles routes. The Plan recommended that crime statistics continue to be analyzed to confirm that there continues to be no correlation.

Crime statistics were obtained for 2004 and 2005, and once more there appears to be no city-wide correlation between bicycle routes and incidents of break and enter. Future collaboration with the Vancouver Police Department will occur in areas where specific issues are identified.

PURPOSE

The purpose of this report is to provide Council with an update on Action Item #9 of the 1999 Bicycle Plan. Crime statistics were analyzed to ensure that there is a continued lack of correlation between crime and the presence of a bicycle facility.

BACKGROUND

As part of the 1999 Bicycle Plan, crime rates throughout the City were reviewed to determine if there was a correlation between crime rates and the presence of bicycles routes. This was in response to concerns from some residents who felt that the development of a bicycle route in their neighbourhood would increase the number of cyclists and would result in an increase in crime.

To determine if there was a correlation between crime rates and bicycle routes, the aid of the Vancouver Police Department Crime Analysis Unit was enlisted. Crime statistics were obtained for the entire city for 1995, 1996 and 1997 (see Appendix A). In addition to statistics for the entire city, two smaller neighbourhoods were selected to determine whether a street with a bikeway had higher incidents of crime than other streets within the neighbourhood (see Appendix B). All maps were overlaid with the bicycle routes that existed in that given year.

After analyzing the maps it was concluded that there appeared to be no city-wide correlation between bicycle routes and incidents of break and enter from 1995 to 1997. Statistics for theft of auto, theft from auto, mischief and burglary were also reviewed and results were similar to those of break and enter. It was determined that the incidents of break and enter appear to be more closely linked to factors such as adjacent land use, density and demographics, than to the presence of a bike route.

The 1999 Bicycle Plan recommended that crime statistics continue to be analyzed to confirm that there continues to be no correlation.

DISCUSSION

Analysis of the crime statistics on bikeways specifically, break and enter data was examined for 2004 and 2005. Since the original analysis was completed, the bicycle network in Vancouver has doubled in length. In general, bikeways are located in areas where there is high demand by cyclists, as well as accessibility to major destinations throughout the city. The purpose of this section is to determine if there is any correlation between crime statistics and the presence of bicycle routes.

Methodology

Crime statistics were obtained from the Vancouver Police Department Crime Analysis Unit for 2004 and 2005. For the brevity of this report only the statistics for residential break and

enter are included, since previous analysis in 1999 showed that results were similar for other types of crime, such as theft from auto, mischief and burglary. The maps shown in Appendix C were reviewed by the Crime Analysis Unit, in order to assess any correlation between the crime statistics and the bicycle network.

City-wide Residential Break and Enter Statistics

The City-wide residential break and enter statistics were mapped (see Appendix C) using contour lines and overlaid with the bicycle network for 2004 and 2005. Only the bicycle routes that existed in each year are shown. If there was correlation between the existence of the bike route and the number of break and enters, there would be definite identifiable contour lines appearing along the routes.

For 2004 and 2005 there is no city-wide correlation between bicycle routes and incidents of break and enter. On the contrary, analysis by the Vancouver Police Department Crime Analysis Unit suggested that the presence of a bikeway in a neighbourhood may actually be a deterrent, since bikeways increase activity in the area and increase the potential for witnesses.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

From the studies completed in 1999 and 2006, there appears to be no correlation between the presence of the bikeway and an increase in residential break and entry. Given this lack of correlation staff will no longer report out on this City-wide analysis, rather resources will be put towards areas where specific issues are identified.

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APPENDIX A - 1999 Bicycle Plan's City Wide Residential Break & Enter Data (1995-1997)

Figure 1: City-wide Residential Break and Enter - 1995

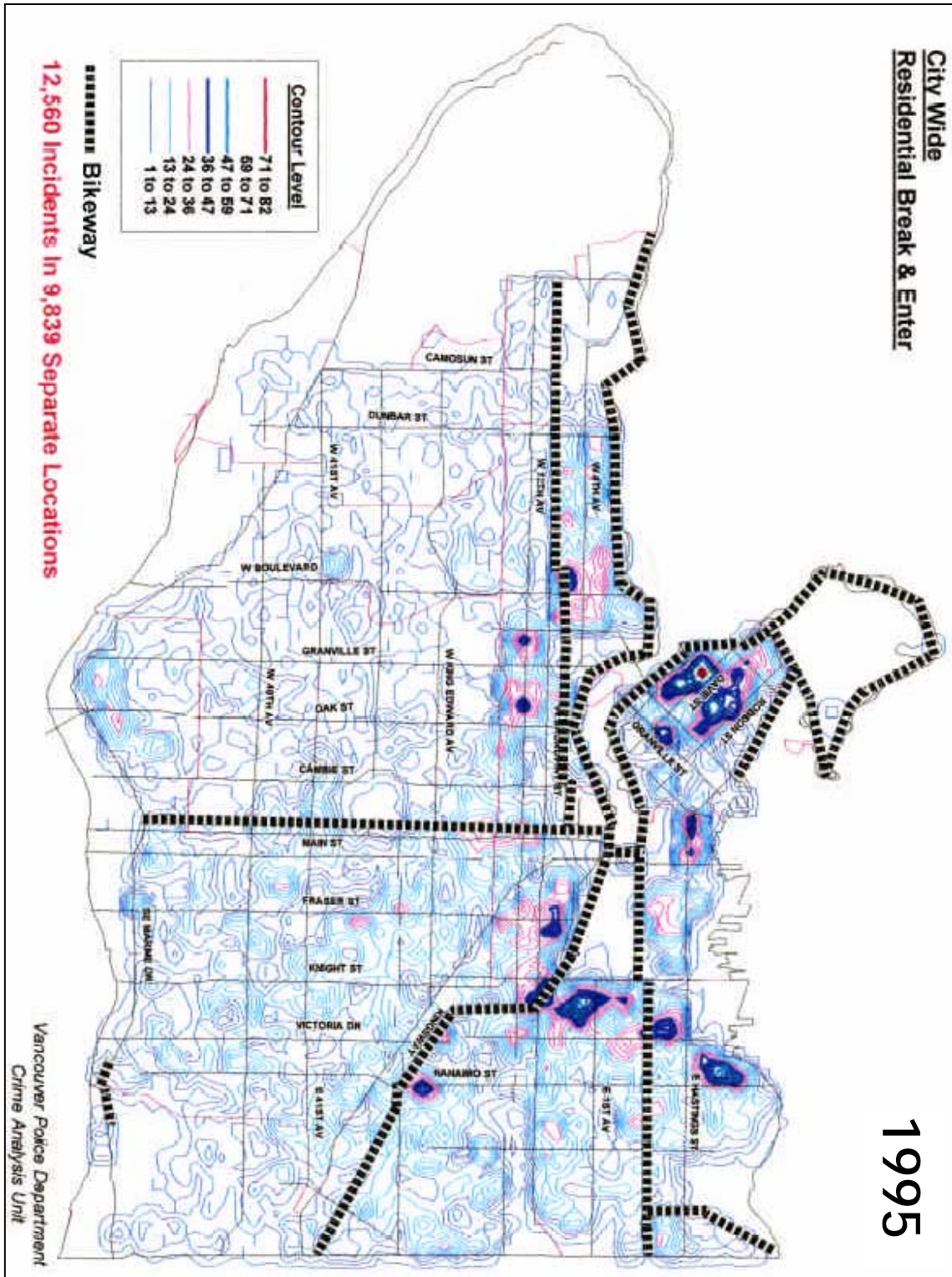


Figure 2: City-wide Residential Break and Enter - 1996

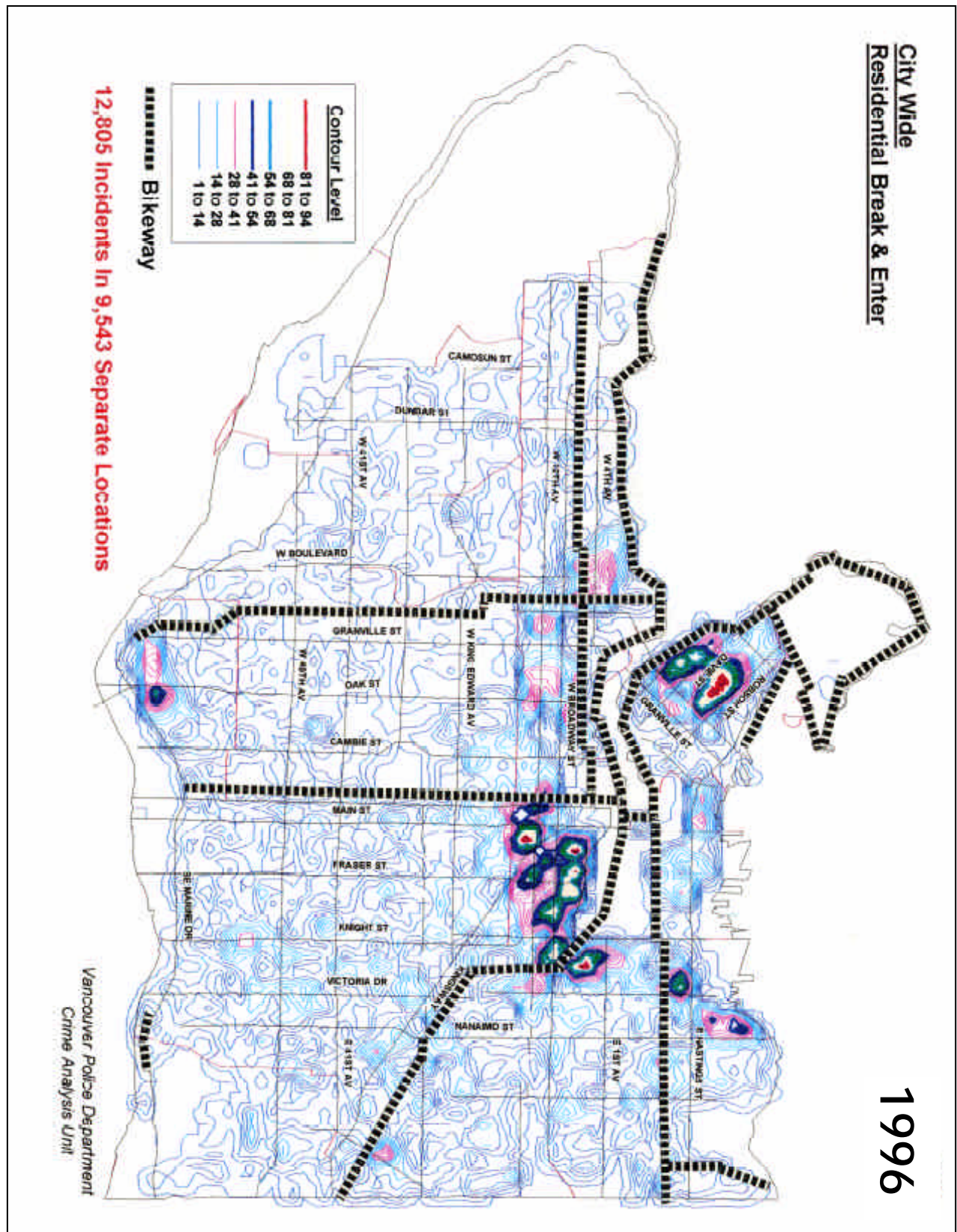
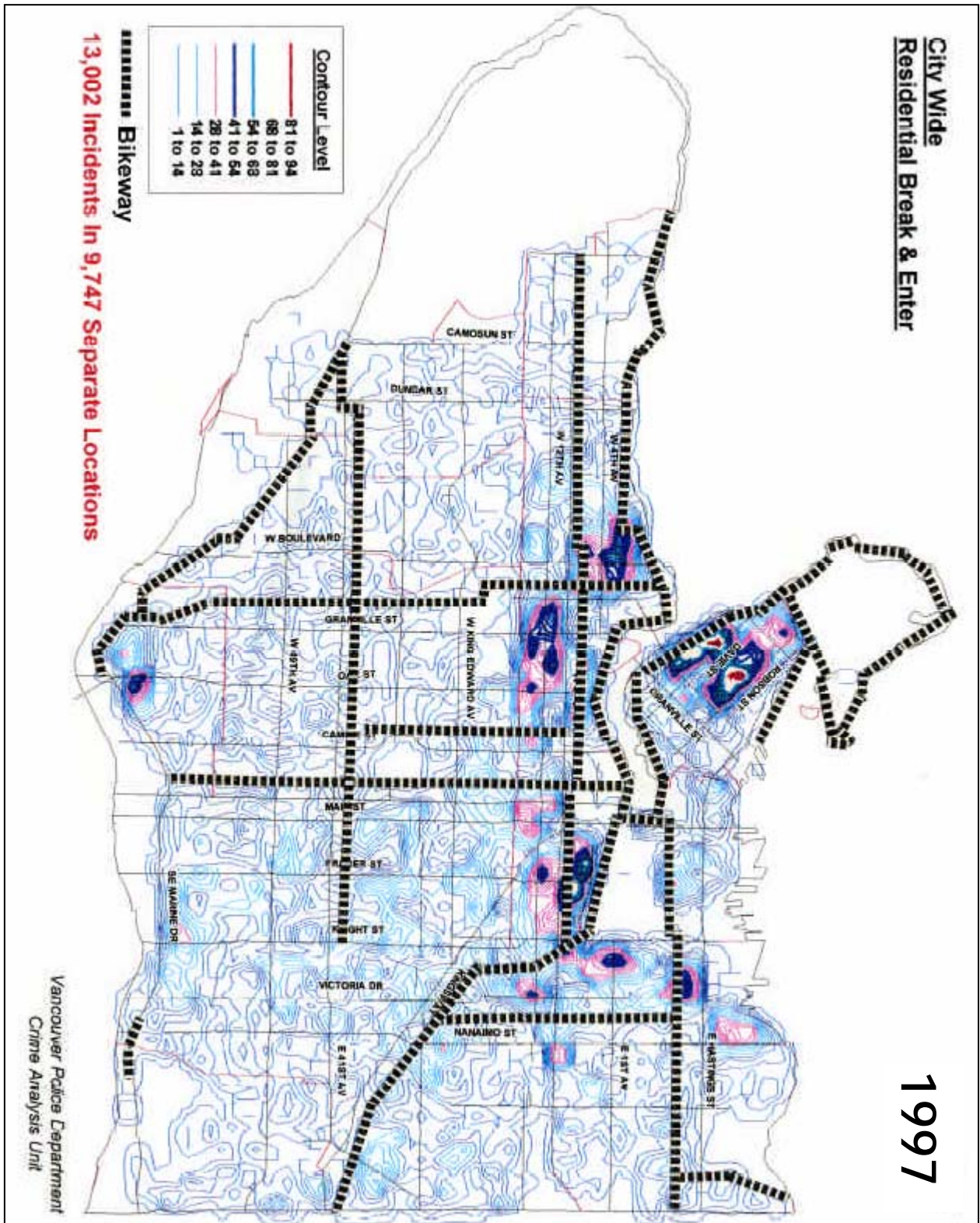


Figure 3: City-wide Residential Break and Enter - 1997



APPENDIX B - 1999 Bicycle Plan's Detailed Residential Break & Enter Data for Cypress & Ontario
Bikeways (1995-1997)

Figure 4: Cypress St. - Residential Break and Enter, 1995 - One Year Prior to Bikeway Construction

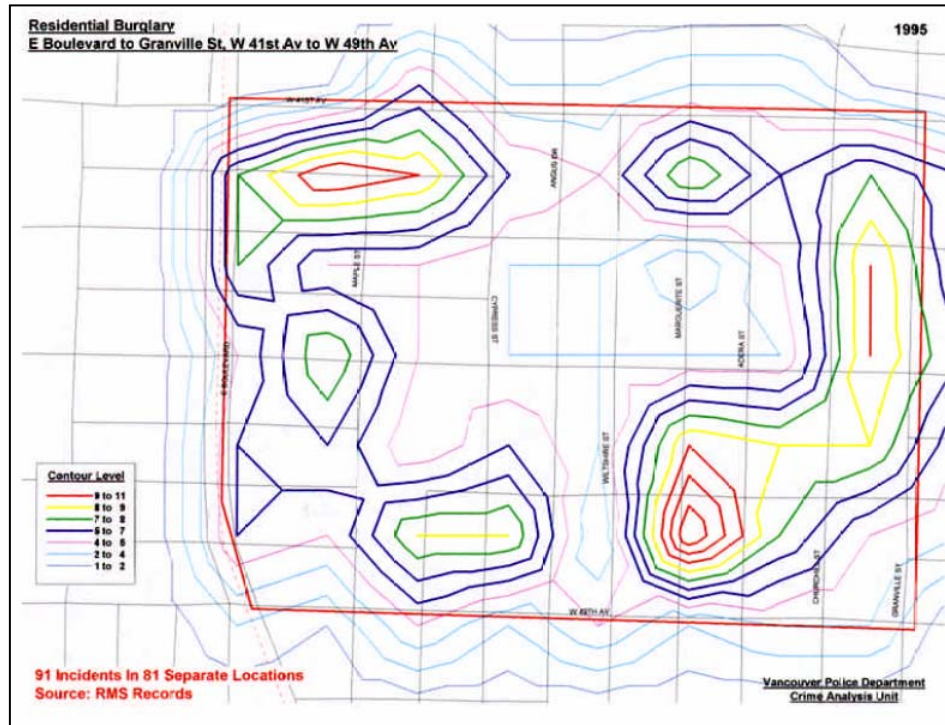


Figure 5: Cypress St. - Residential Break and Enter, 1996 - Year Bikeway Constructed

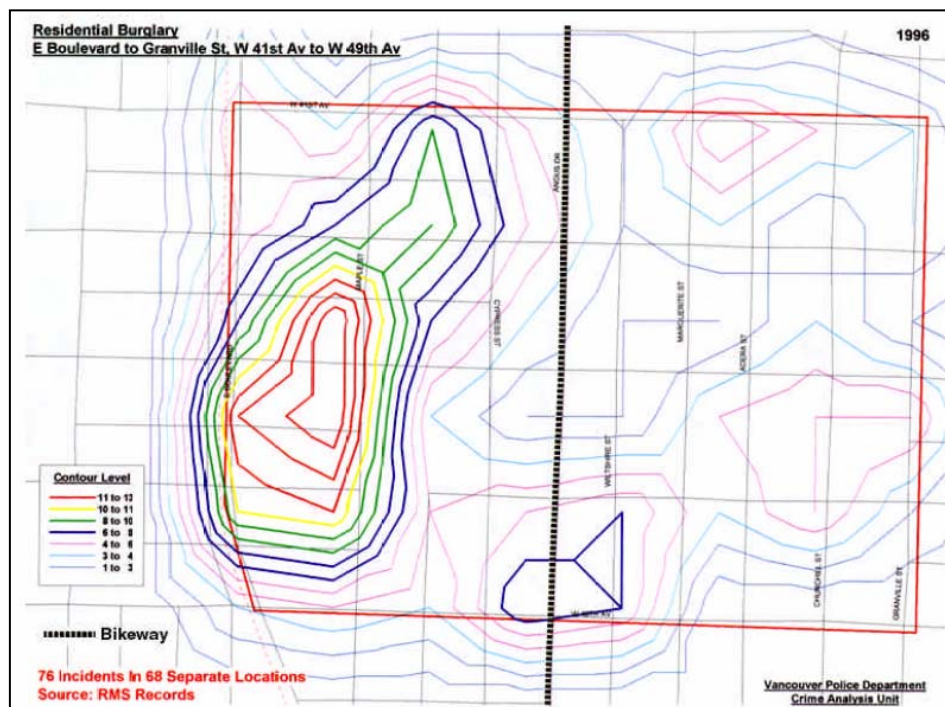


Figure 6: Cypress St. - Residential Break and Enter, 1997 - One Year after Bikeway Constructed

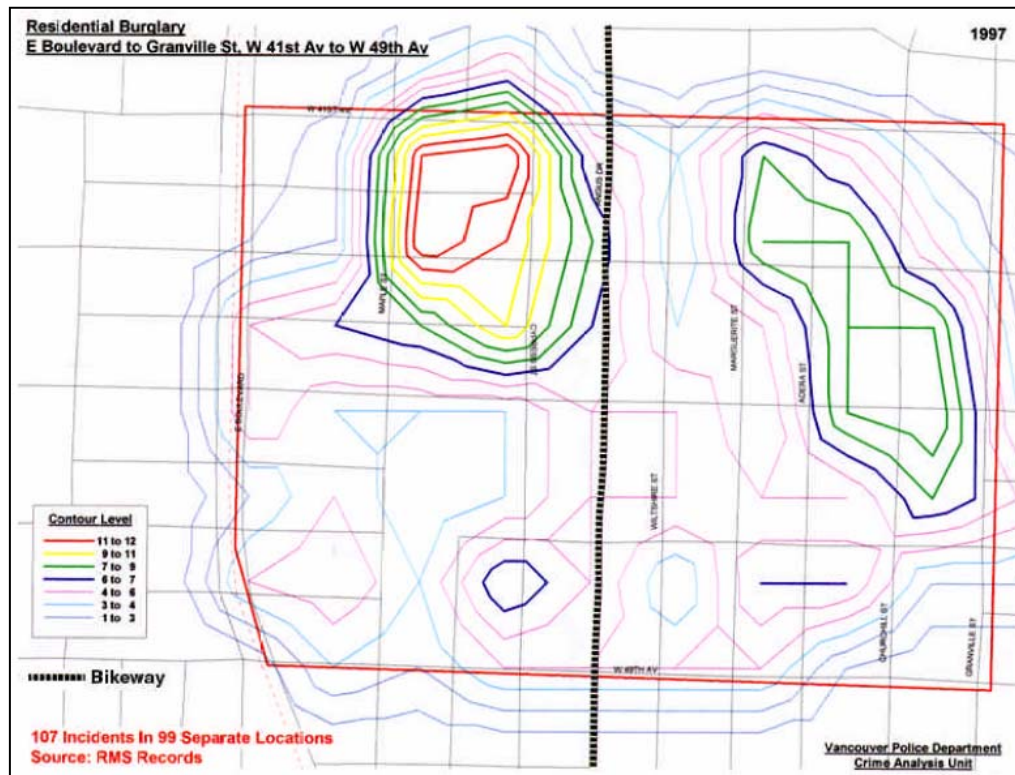


Figure 7: Ontario St. - Residential Break and Enter, 1995 - Year Bikeway Constructed

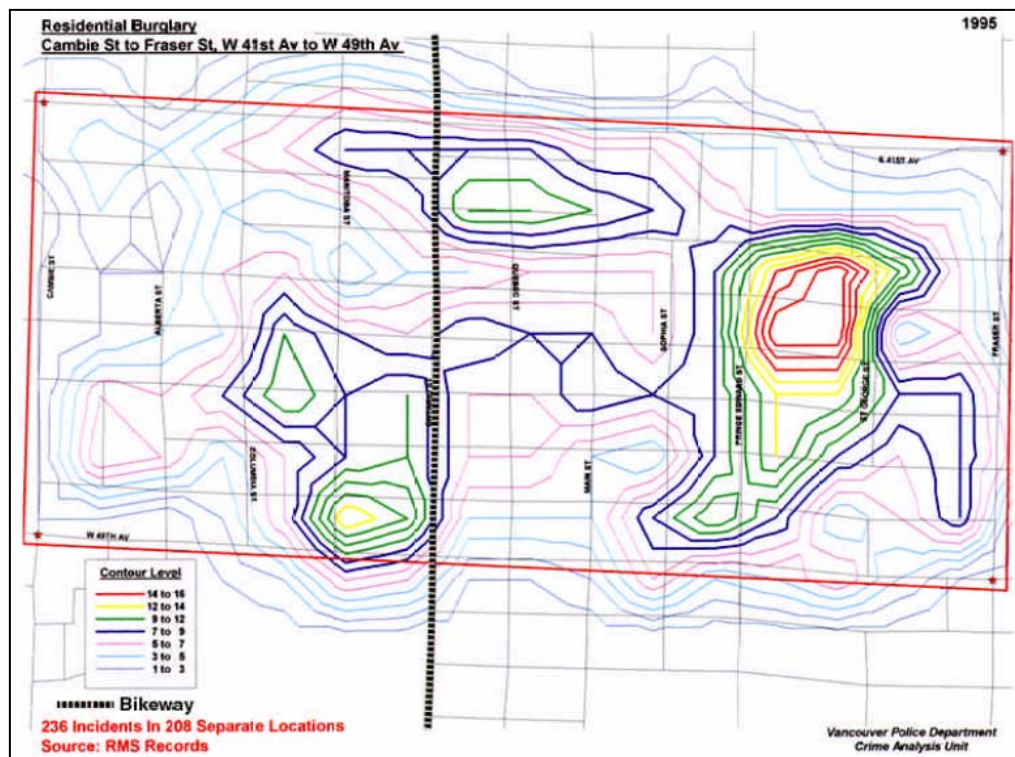


Figure 8: Ontario St. - Residential Break and Enter, 1996 - One Year after Bikeway Constructed

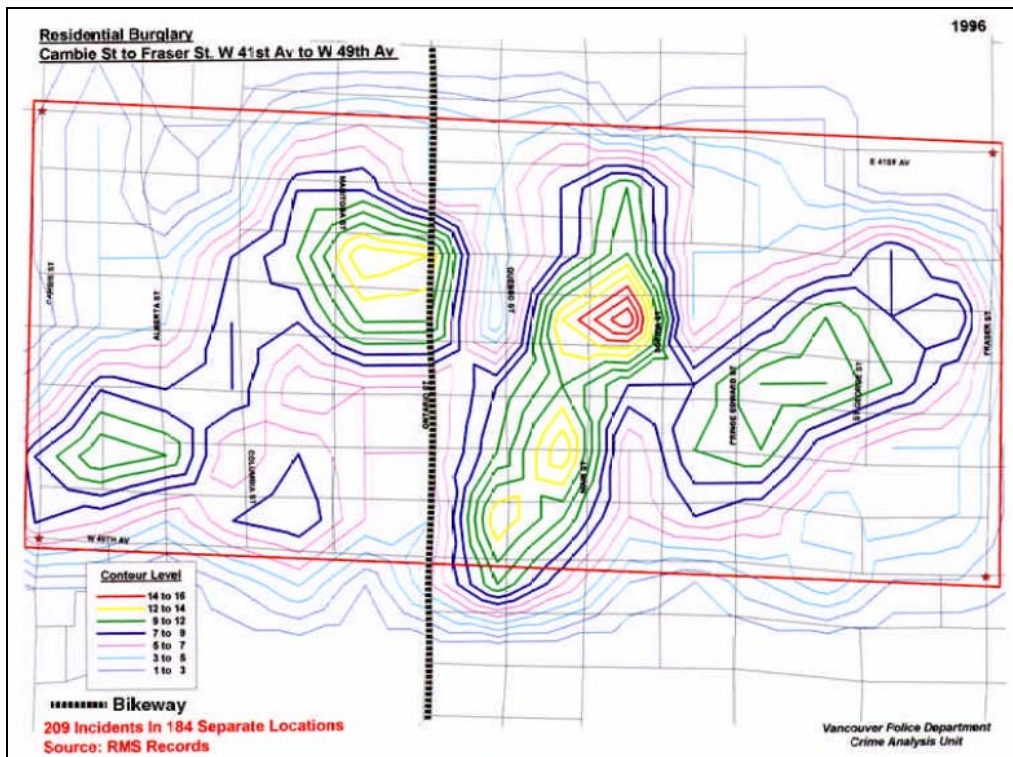
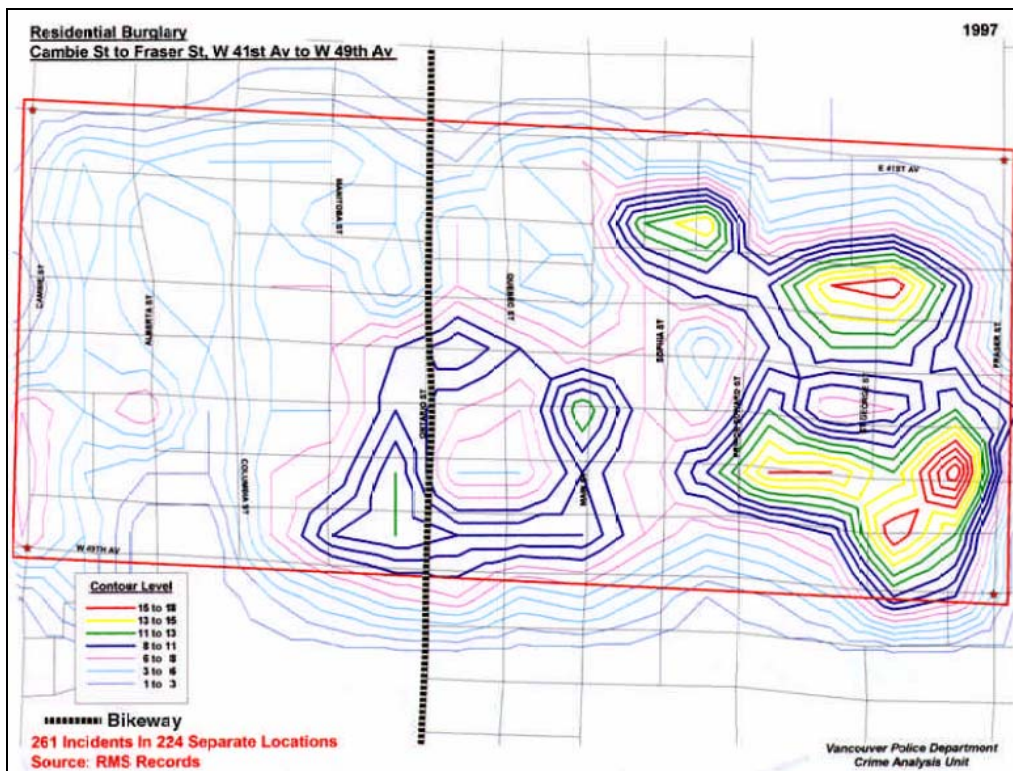


Figure 9: Ontario St. - Residential Break and Enter, 1997 - Two Years after Bikeway Constructed



APPENDIX C - City Wide Residential Break & Enter Data (2004-2005)

Figure 10: City-wide Residential Break and Enter - 2004

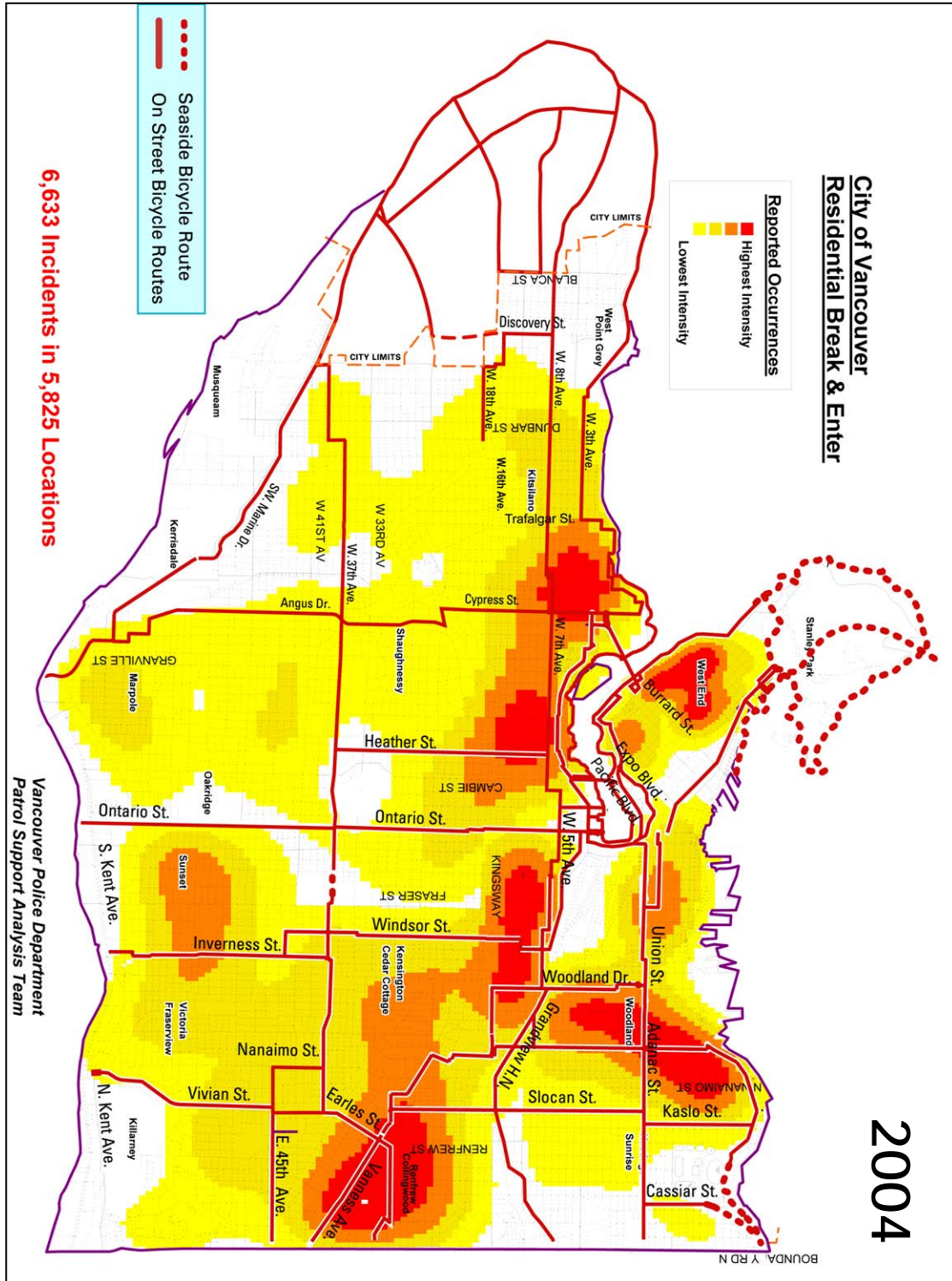


Figure 11: City-wide Residential Break and Enter - 2005

