

# LATE DISTRIBUTION

## CS&B Committee Agenda

### February 4, 2010

Supports Item No. 1 (i)  
CS&B Committee Agenda  
February 4, 2010



BICYCLE ADVISORY COMMITTEE

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VanRIMS No.: 08-3000-11

Dear Mayor Robertson and City Council,

February 2, 2010

**RE: "Standing Committee on City Services and Budgets" meeting, Thurs 4 February 2010**  
**SUBJECT: item #1, report: "Extension of Vancouver Police Department (VPD) Bike Squad"**

The Bicycle Advisory Committee (BAC) appreciates the "Chief Constable's Comments" on page one, which we received recently in response to our initial report. We wish to respond with a "letter of support", which we have drafted co-operatively by e-mail as we have not been able to meet formally to discuss this.

In respecting what the Vancouver Police Department (VPD) has outlined in their comments, and recognising Council's position in this matter, we also understand there are financial considerations involved. Our report is not recommending a staffing increase for the VPD, but rather an operational deployment strategy that enables police officers to use cost effective bicycles instead of expensive automobiles as was the case back in 2001, prior to the Bike Squad's disbandment. We ask that the VPD contemplate conducting a cost/benefit analysis as additional officers are deployed or as new vehicle purchases are considered wherever possible on an annual basis, and that relevant information be referred to the Police Board for their consideration.

As we understand it, the VPD's Bike Squad has been a complementary program that provides valuable assistance in both community policing, and timely response to emergencies that occur in areas like the downtown core that can be harder to negotiate in a vehicle than on the more flexible and maneuverable bicycle.

Bicycle officers can and do play a pivotal role of a visible presence in many areas and in deterring crime. The Squad was being hailed in 2001 as the future of policing dense urban neighbourhoods, and as a great municipal cost saving strategy for policing services for the operating cost of a bike squad is a fraction of that of auto patrols.

The presence of a greater number of police officers on bicycles would likely encourage motorists to be more careful around all cyclists thus improving the visibility and safety of people who chose to cycle.

As we begin to shape our downtown street grid towards increased pedestrianisation and improved bike lanes, the benefits of a bike patrol will be even greater than back in 2001 when we had a functioning bike patrol of up to 60 officers.

Finally, increasing the number of officers using bicycles will further Vancouver's goal of becoming the Greenest City in the World by 2020.

We encourage Council to support any feasible initiatives and processes that will sustain and enhance the policing efforts done by our VPD officers on bicycles, during and after the 2010 Winter Olympic and Paralympic Games.

Thank you for your time and consideration. Feel free to contact us at any time with questions or comments you may have. We look forward to continued productive, positive discussions on this matter.

Sincerely,

Kari Hewett (Ms)  
Chair,  
on behalf of the Bicycle Advisory Committee