

Supports Item No. 1  
CS&B Committee Agenda  
October 18, 2007



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: September 13, 2007  
Author: Jo Fung  
Phone No.: 604.871.6911  
RTS No.: 6525  
VanRIMS No.: 03-3000-11  
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TO: Standing Committee on City Services and Budgets

FROM: General Manager of Engineering Services and the Chief Constable of the Vancouver Police Department

SUBJECT: Unclaimed Bicycle Donation for Cycling Skill, Education, and Promotion

**RECOMMENDATION**

- A. THAT the Vancouver School Board (VSB) and its associated schools, the Vancouver Area Cycling Coalition (VACC), and Better Environmentally Sound Transportation (BEST) be recognized as organizations contributing to the health and welfare of the City when providing bicycle education, promotion, and skills training.
- B. THAT the City Engineer, in consultation with the Vancouver Police Department (VPD), be directed to manage requests for and transfer of unclaimed bicycles to the above mentioned organizations for the purposes of bicycle skills training and cycling education and promotion according to the conditions described in this report. The cost of the program is approximately \$10,000 annually, to be absorbed within the VPD's operating budget, on the understanding that any donations in excess of 100 bikes per year will be done in consultation with the VPD in order to determine the financial impact on the VPD budget.

**GENERAL MANAGER'S COMMENTS**

The General Manager of Engineering Services supports RECOMMENDATIONS A and B above.

## CHIEF CONSTABLE'S COMMENTS

The Chief Constable supports RECOMMENDATIONS A and B above.

## CITY MANAGER'S COMMENTS

The City Manager supports RECOMMENDATIONS A and B above.

## COUNCIL POLICY

It is City policy to prioritize transportation modes in the order of walking, cycling, transit, goods movement, and private automobiles.

The Unclaimed Property By-law No. 5078, Section 3A, states that "the City may give possession of unclaimed property to any organization deemed by Council to be contributing to culture, health or welfare of the City on such items and conditions as it considers appropriate".

In March 2005, Council approved the Community Climate Protection Plan (CCPP) that included a 2012 city-wide greenhouse gas reduction target of 6% below 1990 levels. This plan includes directions on initiatives to support increased use of active transportation modes as a means of meeting this target as well as enabling local organizations to take action towards this end.

- Action 8.13 Incorporate the marketing of transportation alternatives in the community engagement program to help empower individuals, to increase their use of non-auto modes.
- Action 8.15 Support existing Vancouver School Board programs to encourage sustainable school trips.
- Action 8.18 Work with Vancouver Police Department to develop a strategy to increase pedestrian and cyclist safety through enhanced enforcement.
- Action 8.19 Work with TransLink, the Vancouver Park Board, the Vancouver School Board and other stakeholders to make bicycling traffic skill courses widely available and encourage those courses among Vancouver children and adults.

In April 2006, Council approved the "Active Communities - Action Plans for Vancouver" and established a target of increasing physical activity among citizens and employees by 20% by 2010 to support the Provincial Government 2010 Legacies Now Initiatives.

In May, 2006 Council directed staff to implement a pilot program to work with and support school communities in increasing active and safe travel to school.

In July 2007, Council adopted targets to reduce Community GHG emissions below current levels by 33% in 2020 and 80% in 2050.

## PURPOSE

The purpose of this report is to seek Council recognition of specific organizations as contributing to the health and welfare of the City and to support those organizations in their effort to provide bicycle education, promotion and skill training. The City Engineer, in

consultation with the VPD, will manage unclaimed bicycle donations in accordance with existing City By-law.

## BACKGROUND

In 2006, Windermere Secondary School, 3155 East 27<sup>th</sup> Avenue Vancouver, requested that unclaimed bicycles be donated from the VPD for student bicycle skill training. This request has been supported by City staff as part of the One Day One School Pilot Program to promote bicycle skill training in schools. In order for the City to support this effort to provide student bicycle skill training, this school needed to be recognized by Council as an organization that contributes to culture, health or welfare of the city.

## DISCUSSION

In order to systematically enable individuals to reduce GHG emissions in the community, staff propose to include the following selected community organizations to deliver bicycle education, promotion, and skill training. Requests from other organizations will be reviewed by staff and staff will report back to Council with recommendations, as needed.

Staff have worked with the following organizations on bicycle education, promotion and skill training and believes that they contribute to the health and welfare of the City in their bicycle programs:

- The *Vancouver School Board (VSB)* has made a commitment to be the most sustainable school district in North America by 2010. Supporting bicycle education, promotion, and skill training would align with their sustainability commitment. The VSB also has large captive audiences, including 3,200 full-time teachers, 56,000 full-time students (Kindergarten to Grade 12), 3,000 adult education program students, and 40,000 continuing education students.
- The *Vancouver Area Cycling Coalition (VACC)* is a volunteer-run, non-profit society with a mission to promote cycling as an integral part of the transportation culture in the Lower Mainland. The 2007 Bike-To-Work Week Program, organized by VACC, engaged about 3,500 participants.
- *Better Environmentally Sound Transportation (BEST)* is a non-profit society that champions clean air, safer neighbourhoods, and environmentally friendly transportation choices.

As part of the program, the organizations shall agree, in a form acceptable to the Director of Legal Services, to indemnify the City of Vancouver and the Vancouver Police Board with respect to any claims that may be made against them with respect to the donation or use of the donated bicycles. Legal services will customize the release form for each organization as each application requires. The form will state that neither the City nor the VPD have inspected the bicycles and that the donated bicycles are accepted on an "as is where is" basis.

## **FINANCIAL IMPLICATIONS**

In 2007, the VPD Property Office raised about \$98,000 with 950 bicycles. The auctioned bicycles ranged from average children bicycles to high-quality racing bicycles. For bicycle skill training purposes, only basic bicycles in good working condition and of appropriate sizes would be required. It is a conservative estimate that the Bicycle Donation Program would reduce VPD's auction revenue by about \$100 per Bicycle.

Based on discussions with the interested groups, the initial demand for bicycle donation would be about 100 bicycles per year for the first five years. The demand after 5 years would be dependent on the success of the program and other unforeseen factors. The estimated auction revenue forgone would be approximately \$10,000 per year or \$50,000 for five years.

The VPD confirms that it will absorb the lost auction revenue estimated at \$10,000 annually within the VPD operating budget, on the understanding that any donations in excess of 100 bikes will be done in consultation with the VPD in order to determine the financial impact on the VPD budget.

## **PERSONNEL IMPLICATIONS**

The VPD Property Office and the Transportation Division confirm that the Bicycle Donation Program would not require additional staff.

## **ENVIRONMENTAL IMPLICATIONS**

The 2005 Community Climate Change Action Plan identifies increasing cycling education, promotion, and skills training as priority opportunities for reducing greenhouse gas emissions by 2012 in the City of Vancouver. This initiative will contribute towards those objectives.

## **SOCIAL IMPLICATIONS**

Incorporating physical fitness into daily routines, such as transportation, is one of the most effective ways to increase physical fitness and will help reverse national trends towards increasing obesity.

Cycling skill training would provide greater mobility options for captive transit users (low income earners, seniors, children, teenagers, etc) to participate in employment opportunities, recreational involvements, and community social engagement.

## **IMPLEMENTATION PLAN**

The Sustainability Group and Transportation Division will work with the Council-approved organizations to promote the Bicycle Donation Program to the community via on-going community engagement programs, such as the One Day One School Pilot program. If the bicycle donation demand exceeds 100 bicycles per calendar year, further consultation with the VPD will be required to determine the financial implication to the VPD and the City. Staff involvement is limited to donating the bicycles.

To ensure transparency, staff will review requests from other organizations and will report back to Council for recommendations.

## CONCLUSION

This program will contribute to the City's Greenhouse Gas and Transportation Objectives, while encouraging physical activity and making cycling skill training more accessible within the community. Therefore, it is recommended that Council recognize the *Vancouver School Board (VSB)* and its associated schools, the *Vancouver Area Cycling Coalition (VACC)*, and *Better Environmentally Sound Transportation (BEST)* as organizations contributing to the health and welfare of the City, as described in this report.

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