

Re: Bicycles
(Item 2, Report No. 23, March 25, 1974)

On March 25, 1974, Council tabled a report on the proposed future handling and storage of bicycles that are found in Burnaby. Answers to the questions raised by Council during discussion of the matter are contained in the following report from the Municipal Treasurer:

RECOMMENDATIONS:

THAT the parking patrolmen continue to use motorcycles for the summer months, the mechanical condition of the machines permitting; and

THAT two mini cars be purchased in the Autumn. Funds are available in the C.I.P. Net cost is estimated at \$4,100; and

THAT a bicycle storage area be constructed in the parking compound at an estimated cost of \$2,800. An allocation of funds from the C.I.P. contingency is required; and

THAT the process of handling found bicycles be transferred from the R.C.M.P. to the Licence Department; and

THAT found bicycles be picked up by the Engineering Department instead of by the R.C.M.P.; and

THAT found bicycles be turned over to the Purchasing Agent for sale by auction pursuant to Section 662 of the Municipal Act.

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TO: MUNICIPAL MANAGER
FROM: MUNICIPAL TREASURER
RE: BICYCLES

9 May 1974
File: C60 RCMP

On 25 March 1974, Council received Manager's Report No. 23, Item 2, which set out the following recommendations:

THAT two suitable mini pickup trucks be purchased at an estimated total cost of \$4,100; and

THAT the Chief Licence Inspector be empowered to carry out the duties of processing found bicycles, currently being carried out by the R.C.M.P.; and

THAT a suitable open air storage enclosure be built in the vehicle compound at an estimated cost of \$2,800; and

THAT found bicycles be turned over to the Purchasing Agent for sale by auction after the required three month waiting period has expired; and

THAT the proceeds from such sales be placed in the general revenue of the municipality.

In considering the report, Council raised the following questions:

- Q.(a) Perhaps the owners of bicycles should be charged a fee when their bicycles are found and returned to them.
A. The Municipal Act makes no provision for such a charge.

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Q.(b) Could vehicles presently in the possession of the Municipality be used for picking up lost bicycles?

A. At the time the original report was written, it was thought that some control over the operation by the R.C.M.P. as to pickup times was necessary and that details of the incident would need to be recorded by the driver doing the pickups. This indicated the need for a driver trained in this technique. However, on review, it has been found that a pickup service, only, is needed. This can be arranged by the Engineering Department.

Q.(c) What is the estimated cost of maintaining the two Harley-Davidson motorcycles being used at the present time?

A. Both machines are 1970 models. Maintenance costs in 1973 for one was \$1,132 and for the other, \$1,439. Accumulated down time was three months.

Q.(d) Could right-hand drive vehicles be used by the parking patrolmen?

A. Yes, although the patrolmen themselves have reservations in this respect. They are of the opinion that a right-hand drive vehicle would be more difficult to drive while marking tires than a bicycle is.

Q.(e) What is the experience of Vancouver City Police in the use of their vehicles for parking patrols?

A. Vancouver uses Cushman (covered three wheel motorcycles), but finds them expensive to operate after 20,000 miles.

Q.(f) The bicycle pickup operation should be separated from the activities of the parking patrolmen.

A. This will be the recommendation of this report.

Q.(g) Because the cost of the proposed bicycle pickup program will exceed the bicycle licence fees which are collected, an attempt should be made to at least equalize the revenue and expenditures for the involvement of the Municipality in the control of bicycles.

A. The present cost of pickup and storage of bicycles already exceeds the bicycle licence fees. This topic will be dealt with further on in this report.

There are actually three different subjects in this matter:

- (a) Operations of the parking patrolmen
- (b) Pickup and storage of found bicycles
- (c) Bicycle licensing.

We have tried to resolve certain problems involving all three by common answers, but in retrospect, this was not the thing to do.

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Parking Patrolmen

There are two civilian officers engaged in enforcing parking regulations, one in the north and one in the south of the Municipality. Each drives about one hundred miles per day. Each spends about two hours of his time in patrolling Kingsway and Hastings Street, as the case may be. The R.C.M.P. report that because of the patrol, parking conditions along these streets are good. Nevertheless, very few parking tickets are issued for infractions on these streets. The bulk of the 4,070 parking tickets issued during 1973 were in other areas in the community, especially in "No Parking" zones.

At the present time, transport is by motorcycle. Currently they cost \$3,670 and become expensive to operate after 20,000 miles. They are suitable for marking tires without the patrolmen dismounting. However, during inclement weather, the patrolmen do not use these machines but borrow mini cars from the Municipality's car pool. This means that for at least two months of the year the patrolmen walk while marking tires on Kingsway, Hastings Street and elsewhere.

A Cushman costs \$3,620. Our Engineering Department has had extensive experience with them in its street cleaning operations. They find that it costs about \$2,000 per year to maintain them and they have considerable down time. They propose to replace them with mini trucks.

The most economical year round machine for use by the patrolmen is a mini car. Since they are used 20,000 to 25,000 miles per annum, the machines used by the patrolmen can be switched with those used by employees who do not drive so far in a year. By this means, more mileage will be obtained from the fleet before it becomes necessary to trade them in.

With respect to motorcycles, as mentioned in the earlier report, traffic is becoming so heavy on Kingsway and Hastings Street that it is becoming increasingly hazardous to mark tires from a motorcycle.

Under the circumstances, it is the recommendation of the Officer in Charge, R.C.M.P., that we carry on with the motorcycles, to the extent they are mechanically operational, until the Fall and switch to mini cars. Then, after a period of operation with the mini cars, a further review can be made.

Pickup and Storage of Found Bicycles

This is a nuisance operation for the R.C.M.P. It takes considerable uniformed officers' time, and storage of about 100 bicycles at a time is necessary. This storage area is badly needed for other police exhibits.

About 650 bicycles are reported stolen each year and between 375 and 425 are turned in as found.

Recommended change in operations:

1. R.C.M.P. continue to receive reports on found bicycles.
2. R.C.M.P. to contact, by phone, the Works Yard Dispatcher with instructions to have the bicycle picked up.
3. The R.C.M.P. to send appropriate memo advice to the Licence Department.
4. The Licence Department to take delivery of the bicycle and cause it to be stored.
5. The Corporation to provide adequate open air storage facilities in the vehicle compound.

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6. The Licence Department to deal with enquiries for and return of bicycles.
7. The Licence Department to turn over bicycles on hand to the Purchasing Agent for sale by auction after three months in storage in accordance with Section 662 of the Municipal Act.

The end result of this could be an increase in staff in the Licence Department. However, for the moment, with the assistance of the Municipal Hall janitor, the operation can be handled by existing staff at the present time.

Bicycle Licensing

In the first part year of operation, Burnaby collected \$1,864 in bicycle licence fees. This year, the estimate is \$6,000. To date, \$6,580 has been collected. Costs of the service roughly approximate this sum.

Vancouver and New Westminster charge \$1.00 for each licence certificate and number plate. Burnaby does the same.

Generally speaking, the licensing of bicycles does not appreciably increase the revenue of a municipality. If the fee is set high, avoidance becomes the rule, not the exception. It is the only means by which registration of bicycles may be enforced by law. In the absence of registration, identification and return of bicycles becomes most difficult. With registration, found bicycles can be returned very quickly.

Since 1 January, 116 bicycles have been turned in. 32 have been returned to owners and two to finders. There are on hand in storage 82 bicycles, of which seven bear registrations - one Vancouver, one New Westminster and five Burnaby. The others are unlicensed.

It is a little too early to determine the effectiveness of the program. If the program takes effect, even at \$1.00 per licence, it should prove less costly to handle found bicycles than it will be if no registration at all is attempted. A licence fee of \$2.00 may discourage some from participating. However, this point is debatable.

RECOMMENDATIONS

1. THAT the parking patrolmen continue to use motorcycles for the summer months, the mechanical condition of the machines permitting.
2. THAT two mini cars be purchased in the Autumn. Funds are available in the C.I.P. Net cost is estimated at \$4,100.
3. THAT a bicycle storage area be constructed in the parking compound at an estimated cost of \$2,800. An allocation of funds from the C.I.P. contingency is required.
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MUNICIPAL TREASURER

BM:gw

cc: O.I.C., R.C.M.P.
Chief Licence Inspector
Purchasing Agent
Municipal Engineer