

the Urban cyclist

September 2000, Issue 7

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The Vancouver Area Cycling Coalition quarterly

Central Valley Greenway

By Richard Campbell

The proposed Central Valley Greenway will be ideal for cycling as it is very flat, relatively direct and has little or no traffic. Parts of it are also quite scenic especially the portion along the Brunette River. It is a very important bicycle route, connecting Vancouver, Burnaby, New Westminster, Coquitlam, Port Coquitlam, and Pitt Meadows serving both commuter and recreational cyclists.

The Central Valley Greenway starts at False Creek, goes through the Finning site, along Grandview Highway North, follows Still Creek to Burnaby Lake, then follows the Brunette River to the Fraser where it meets up with the proposed greenways to Pitt Meadows and New Westminster.

The greenway will likely be a usable route in two to three years or even sooner if we make some noise and provide encouragement. Much of it is expected to be completed as part of the new SkyTrain line. The section from False Creek to the Grandview Cut will be included as part of the redevelopment of the Finning Site.

Currently, there are several places that require paths to be built, cyclist activated signals and in one case a bridge for the Central Valley Greenway to become a viable bicycle route.

Vancouver

Renfrew to Boundary

From Renfrew to Boundary it is crucial that a path is built along the Burlington Northern Santa Fe (BNSF) railway tracks. This is the only direct, low traffic and flat route through this area. An access road will be built along tracks for SkyTrain construction

so a path will be really inexpensive to build. However, the city still has to negotiate with BNSF for the rights to build a greenway along the tracks.

Grandview Highway North

A greenway with bicycle and pedestrian paths is planned for Grandview Highway North. The trucks have already been removed from



MLA Joan Sawicki (right) with VACC Director Richard Campbell at the sod turning event for Burnaby's Willingdon Avenue HOV project in June.

Grandview Highway North and portions of it are now closed to traffic due to SkyTrain construction. Permanent closures between Victoria and Nanaimo are planned.

Further closures between Nanaimo and Slokan would be good. Now is the time for the city to do this as this section is now temporarily closed to traffic. Likely these further closures will be welcomed by most residents.

Burnaby

Willingdon to Burnaby Recycling Depot

This is another crucial missing link. Currently one must cycling or walk through mud and sand or scoot over to Lougheed Highway here. The plan is route the greenway under Willingdon and along the tracks to the recycling depot.

Douglas to Kensington

This is another crucial missing link. There are some routes through this area, but they are indirect and hard to find. The easiest route is Douglas to Norland to Laurel and through the Burnaby Sports Complex, but this is not very direct. The plan is to build a path along the Hydro corridor from Douglas and Still Creek Ave to the tracks then along the tracks to Kensington.

Please see CENTRAL VALLEY on page 3.

Beyond this page

| | |
|-------------------------------|---|
| Telling Cyclists | 2 |
| If You Build It | 3 |
| New Westminster News... .. | 4 |
| Delta's River Rd. Upgrade . | 5 |
| Burnaby's Rumble St. | 5 |
| Institutionalize Cycling | 6 |
| White Rock | 7 |
| CNP Funding 2000 | 8 |

the Urbane cyclist

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The views in this publication are not
necessarily those of the VACC.

CONTRIBUTORS:

Colin Brander, Richard Campbell,
Andrew Feltham, Sheila Johnson, Jean Male,
Bruce Mol, Marion Orser, Ken Wuschke,
and Su-Laine Yeo.

PROOF READER:

Cheryl Tan

ADVERTISING REPRESENTATIVE:

Larry Pamer (604) 272-4351

VACC BOARD OF DIRECTORS

Ken Wuschke - President 604-731-6220
Jessé Neri - Vice-President 604-221-2604
Colin Brander - Secretary 604-733-9265
Larry Pamer - Treasurer 604-272-4351
Richard Campbell 604-733-1764
Chrystal Dalcyce 604-521-2801
Rachel Jamieson 604-254-3554
Marion Orser 604-520-7636

FOUNDING MEMBER

British Columbia
Cycling Coalition



MEET US

The VACC Board meetings are open to all interested in
bicycling in Greater Vancouver. We meet on the second
Wednesday for the following months at 6:30 pm.

Oct 11 . Sanctuary Foundation, 34 Sixth St, N West
Nov 8 ... Sanctuary Foundation, 34 Sixth St, N West

E-MAIL LIST SERVE

Join our list serve by sending an email to
admin@sustainability.com with the words
subscribe VACC in the body of the message.

Our website is www.vacc.bc.ca

GOT SOMETHING TO SAY?

We welcome articles (400 words or less) and letters
about cycling in Greater Vancouver.

Submissions may be sent to:

THE URBANE CYCLIST
3 - 1676 WEST 10TH AVENUE
VANCOUVER, BC V6J 2A1

Or e-mail: vacc-news@canada.com.

We reserve the right to edit submissions
for clarity and length.



NEXT DEADLINE

FRIDAY, NOVEMBER 10TH, 2000

Telling cyclists where to go

By Ken Wuschke

"Don't Sweat the Small Stuff" is a popular self-help book that talks of how to live a better life by not worrying about life's smaller details. This is a nice premise, but it doesn't work when it comes to cycling advocacy. We seem to be always concerned about the small stuff.

Cyclists have to be concerned about the smaller issues. This is because the various levels of government still seem to feel that no sane person would bother cycling to work, school, or shopping. Slowly this attitude appears to be changing, but is it really?

Many municipalities only want to treat cycling concerns from a recreational perspective. There are many in government who view the only needs of cyclists as providing large enough parking lots at trailheads so people can take their bikes off their cars and ride on trails away from traffic.

Where is the planning for cyclists to ride to work, school, shopping, as well as for pleasure? This is what cyclists really want, comprehensive plans to accommodate bicycles on all roads and in all parts of the Lower Mainland. This is not to say that all municipalities are doing nothing. Many are sitting down with cyclists and discussing their concerns. However we are a long way off from having cycling as a real part of the transportation structure throughout the entire region.

Part of the problem is over small stuff like signage.

Recently a Port Moody cyclist forwarded a copy of a letter he wrote to his City Hall regarding signage. It appears that in the haste to create a comprehensive bike route network in Port Moody the staff just tossed up signs on virtually every collector street in the city. There was no or little thought given to providing shortcuts. Further the bike route signs do not give any information to where they are going to and, unlike neighbouring Burnaby, Port Moody does not name the routes.

When you look around the GVRD there seems to be no consistency in the region about bike route signage. Vancouver, North Vancouver, and Burnaby give the bike routes names. Richmond, Delta, Port Moody, and West Vancouver do not. The Township of Langley is unique in that routes are given colour-coded dots. But what does this mean?

In many ways it means little to the cyclist on the road. Unless you have a map in your back pocket showing the bike routes, you can forever travel in circles before you figure out how to get to your destination.

It's very doubtful motorists would accept something like this.

Just imagine being new to the Lower Mainland and you are trying to get to Vancouver for a meeting. You drive your car off the ferry at Tsawwassen and see a sign reading "Ladner". Nothing more, nothing less. You don't know where Ladner is and if it is on the way to Vancouver. Also you don't have a map with you and there is no one to ask. So you head off to this place called "Ladner". When you arrive there you discover another sign saying "Hwy 99" but no directions to Vancouver or anywhere else. And Highway 99 goes in both directions. Which way do you go? How far is it? You feel frustrated and you begin to wonder if you will ever get there.

This is what cyclists face all the time, a lot of meaningless information. Oh sure, the sign says "Bike Route", but where does it go? How far is it to a location?

In Bristol an English group called SusTrans has been working closely with the British government on developing a national network for pedestrians, equestrians, as well as cyclists. An important concern was signage and how to impart good information with a few words. They came up with a simple sign that has the local name of the cycleway, the route number for the National Cycle Network, and one or two village names or town centres with the distance shown in miles.

Meanwhile here in the Lower Mainland we are no where near this level of effectiveness for telling cyclists where to go. Picture yourself at SFU and you want to ride to UBC for a meeting. There, on top of Burnaby Mountain, you can see UBC off in the distance. You know that there are bike lanes on various SFU campus roads. And there is a bike lane heading down the mountain along Hastings Street. You know that Burnaby has developed a bikeway called the Francis-Union and you've heard that it connects to a bike route in Vancouver but you don't know the name. You aren't certain how this works but somehow

Please see TELLING CYCLISTS on page 7.

If You Build It... We Will Cycle

By Colin Brander

In the Netherlands, almost everybody cycles. There are almost as many bicycles as there are people. Cycling is the major form of transportation for short distances. It is wonderful to see everybody from young children to 80 year old seniors cycling, even in the rain. Does it rain in the Netherlands? Yes, and in many areas much more than in the Lower Mainland. Interestingly, extremely high temperatures seems to be the only thing that deters people from cycling. Cyclists generally cycle on three or five speed traditional bicycles and wear regular work clothes. There are likely many reasons for the success of cycling, but among the main reasons are the fact that route and end of trip facilities exist. For the most part, the cycling facilities are excellent. Cyclists are just as comfortable on trails, bike lanes or sharing the road with other traffic. Many intersections have special bicycle signals that

in most cases allow cyclists to proceed before other traffic. Rat running on residential streets is kept to a minimum as a result of frequent use of speed humps, that effectively slow down cars, but don't negatively effect cycling.

Is this level of cycling possible here? I think it is possible, but we need to be proactive to make things happen. What can you do? Add your voice to the VACC by becoming a member. Also, you can keep demanding that your municipal council and staff build proper facilities, have a bicycle advisory committee, a bike plan, bicycle parking facilities and have a bicycle coordinator. North American studies show that safety is generally the most common reason given for people not cycling more.

Ask your employer to build end of trip facilities for cyclists. Why should your employer go to the expense to build end of

trip facilities? Because it makes good business sense. Various studies have shown that employees who participate in fitness programs, like cycling to work are 15 to 200% more productive, ²/₃ less susceptible to industrial accidents, absent due to illness by up to 41.8% less¹. Another advantage for employers is that they incur fewer expenses for parking. How much difference can end of trip facilities make? It depends on many factors, but I know that in the building where I work, my employer completed the construction of shower facilities in our bike room area, there was an immediate increase in the usage of our bike room by about 25 to 50%. To me, this shows that if they build it, we will cycle.



1. References can be found at www.cam.org/~lemab/biketowork.html.

Central Valley, Continued from page 1

Burnaby/Coquitlam North Road Signal

Crossing North Road is very dangerous due to the high speed traffic on North Road and poor visibility to the north due to the hill. The nearest signal is several hundred metres to the south, which is too far away to be useful. A pedestrian/cyclist-activated signal is required here. This is right at the borders of Burnaby, New Westminster and Coquitlam so it will likely be a joint project between these three municipalities.

New Westminster/Coquitlam Bridge over Brunette River

A bridge is required on the south side of the tracks across the Brunette River. Without the bridge users would have to cross the tracks and trespass on BNSF land which is not recommended or go through Hume Park on the south side of the river which is very hilly. This is a very important connection for cyclists linking up New Westminster, Burnaby and Coquitlam. This is really the only route through this area that does not suffer from vast amounts of high speed traffic. This bridge would be on the border of New Westminster and Coquitlam. Hopefully, the Rapid Transit Project 2000 Ltd. will pay for this bridge.

Please see CENTRAL VALLEY on page 8.

Who to write to about Central Valley

- ✉ Graeme Bowbrick
Minister of Advanced Education,
Training and Technology
301 Parliament Buildings
Victoria, BC V8V 1X4
Phone: 604-521-8111
Fax: 604-660-3835
aett.minister@gems9.gov.bc.ca
- ✉ Mayor Philip Owen
453 West 12th Avenue
Vancouver, BC V5Y 1V4
Phone: 604-873-7273
Fax: 604-873-7750
mayorandcouncil@city.vancouver.bc.ca
- ✉ Mayor Doug Drummond
4949 Canada Way
Burnaby, BC V5G 1M2
Phone: 604-294-7944
Fax: 604-294-7724
clerks@city.burnaby.bc.ca
- ✉ Mayor Helen Sparkes
511 Royal Avenue
New Westminster, BC V3L 1H9
Phone: 604-521-3711
Fax: 604-527-4594
hsparkes@city.new-westminster.bc.ca
- ✉ Mayor Jon Kingsbury
3000 Guildford Way
Coquitlam, BC V3B 7N2
Phone: 604-927-3000
Fax: 604-927-3015
jkingsbu@city.coquitlam.bc.ca
- ✉ GVRD Parks
4330 Kingsway
Burnaby, BC V5H 4G8
Phone: 604-432-6393
Fax: 604-432-6296
- ✉ Chair George Puil and
the Board of Directors
TransLink
1700-4720 Kingsway
Burnaby, BC V5H 4N2
Fax: 453-4626

Bike Swap Meet

Vancouver Bicycle Club's
1st Annual Swap Meet

Sunday, September 24th
11 am to 3 pm

SPEC, 2150 Maple St, Vancouver

New Westminster

By Andrew Feltham


The members of the VACC subcommittee in New Westminster have had a busy spring discussing and promoting issues of interest to cyclists in our city. We met monthly (typically the last Monday of the month) through June. We participated in some events to raise the profile of cyclists in New Westminster, such as the "Big Bike Ride" (for the Heart and Stroke foundation), and our marquis event was the first New Westminster Bike Fest (see article in this edition).

There have been some interesting developments of interest to cyclists in New Westminster during the recent months. These include the formation of the first BAC (as a subcommittee of the New Westminster Transportation Committee), the official "sod-turning" for the opening of a trail across Moody Park, and the announcement of a

pedestrian/cyclist overpass on 7th Ave at McBride Blvd.

The formation of the BAC is considered an important milestone by cyclists in New Westminster as this is one of the first steps towards the implementation of the City's cycle plan. The BAC is expected to have input on the many transportation projects in New Westminster which affect the safety and mobility of cyclists throughout our city. Many of the members of the BAC are also members of the VACC's New Westminster committee so we are well represented. The planned trail across Moody Park represents an important link in the east-west crosstown cycle route (7th Ave.). This will be complemented by the overpass at McBride, which will effectively extend the crosstown route to the Canada Games Pool, the Justice Institute, Sapperton and beyond.

The overtures made by the city are certainly encouraging to the New Westminster cycling, but to date, they remain only announcements. New Westminster continues to lack safe and efficient cycle routes, and these projects, when completed, will only just begin to address the fact that for decades there has been no investment at all in cycling infrastructure - this in spite of the fact that cycling is one of the City's claimed "priority modes" of transportation.

The VACC's New Westminster committee will have its next monthly meeting on Monday September 25th at 6:30 pm at the Sanctuary Foundation (34 Sixth Street, New Westminster). New participants are most welcome. 

VACC's New Westminster BikeFest

By Bruce Mol

Congratulations to the VACC New Westminster committee for producing an awesome event. Though rain dampened public enthusiasm, the organization and execution of the event went very much as planned.

The secret to our success was everyone did what they said they would do and then they did more!


Why did we want a Bike Fest in New Westminster?

As a newly formed subcommittee of the VACC we wanted a venue to advertise our existence to the people of New Westminster. We hoped to inform the public

about the cycling issues, what's working and what isn't, and create a mood of optimism about the potential in New Westminster. We wanted to increase VACC membership, show we are community minded, and prove to politicians we are a force to be reckoned with, or at least consulted.

I wish it was as easy to calculate the increase in awareness and our profile in the community. Besides our own tireless volunteers, we had plenty of support from the local Chamber of Commerce, BIA, the City of New Westminster and BEST. We had dozens of sponsors and contributors, lots

of free press and TV coverage. It was an exciting time for all of us. BikeFest was sandwiched between two City of New Westminster announcements, the opening of the Green Way and the formation of the BAC. Yahoo! Pretty soon you won't be able to tell the difference between BikeFest and a regular day in New Westminster!

We need more high profile events like BikeFest and Movie Night to stimulate interest and membership in the VACC and we need them more often. The board and committees welcome your suggestions for new and different events that promote the VACC values. 

New West's Bicycle Advisory Committee

By Marion Orser and Michele Jacob

This past summer the City of New Westminster's Bicycle Advisory Committee sat for the first time.

Discussion began with the New Westminster Bike Plan and the TransLink guidelines.

We also reviewed in detail the routes of the Millennium Trail in Queens Park. The first route is from the corner of McBride Blvd. along 6th Av to 1st St. So it is off the busy street on a nasty little up hill; especially useful for locals. The other route is from the same corner over to Vancouver St which will lead you to the Patullo Bridge with a

more direct and a lesser gradient.

The new access routes to the Patullo were discussed. These are already in the process of being built. It is of interest to note that the bike routes are taken from money that was reclaimed from not putting back in a cloverleaf for motor vehicles which was there previously. Access from Columbia North is improved. Access from Columbia South is much the same, or you can use the same route as from the south. The entrance for bikes from the east is now from the base of 1st instead of Dufferin. Looks good on a map but in terms of

steepness is not as favourable. Life is a compromise! This is to allow a merge pattern for motor vehicles at the entrance to the Pattulo for vehicles from McBride/Columbia on ramp.

As Woodlands is developed there hopefully will be access from this area also. Well, actually, we as BAC members will have to ensure that there is. Other issues included year 2000 enhancement projects and the walkable city project. We discussed some of the intersections that are having changes

Please see NEW WEST BAC on page 8.

River Road Upgrade in Delta

By Sheila Johnson

The Corporation of Delta has begun the Phase 1 Upgrade of River Road in North Delta from Elevator Road to McAdam Road. This road has a high volume of traffic and is a designated truck route (over 800 trucks a day). The initial plan, displayed and discussed at a local public meeting in March 2000, had little accommodation for on-street cycling. A two metre sidewalk was proposed as a shared facility for pedestrians and cyclists. In addition, the traffic lane was proposed to be increased to 3.5 m with a

for Bikeways, the gradient on River Road exceeds the 5% acceptable standard. River Road ranges from 1% - 10%.

2. The extra \$180,000 could not be allocated without using the entire cycling program budget for this year and that could not be considered an option.
3. The short public consultation for this project. Public consultation began in March and by mid-April

of way.

After much deliberation, Delta Engineering decided to remove the lane edge and the raised reflectors from the road configuration. These will be replaced with bicycle symbol stencils on the pavement and "Share the Road" signage will be installed on the roadway. This compromise somewhat but not completely, conforms to Transport Canada's draft Bicycle Facility Design Guidelines. However, the marked wide curb lane. Hence, the road will have varying shoulder



Institutionalize cycling

By Marion Orser

Often when out cycling I think, "why were the needs of cyclists not considered here?"

Currently I commute twice weekly from my home in New Westminster to Metrotown in Burnaby using the Edmonds extension of the BC Parkway route. There has been construction as one leaves the greenway to cross Griffiths. One day I found a deep, open ditch and only about one-foot of sand area to walk or cycle on. The workers were there. A workman approached me and said they had to extend the ditch further than expected and asked if I had pushed the walk signal. When I responded to the negative because I could not reach it because of the ditch, he went over and pushed it for me. I went on my way seething because of the lack of consideration in planning and not the consideration of the workman. Much to my surprise two hours later, on the way home, it was all filled in again and cyclable.

I have heard often that bus drivers have gone out of their way to assist cyclists when placing their bikes on bus racks. When TransLink finally installed bike racks on buses serving areas beyond Vancouver, Richmond, Delta, and White Rock I decided to give them a try. My experience was not so pleasant.

Generally, I put bus drivers right up there for sainthood. It is a demanding job. People don't see them. A friend, who happens to drive buses and cycles, always has to identify himself to me. This is because he is just the driver and I, as well as the general public, do not see the person behind

the wheel. There are times when I see passengers being down right unreasonable, while the driver remains cool and then continues to drive in a professional manner.

So I arrived at Coquitlam Station and loaded my bike on the front of a 147 Coquitlam Station/New Westminster Station but I was unsure if I had done it correctly. I entered the bus and stated "I have never done this before - is my bike on correctly?" and the driver replied "If it isn't, I guess it's going under the bus". We had just started down the highway when she slammed on the brakes. The bar that needs to be placed over the front wheel of the bike was not up high enough over the wheel and had come down. The bike, although still on the rack, was swinging back and forth crazily - more so because of the braking of course! So I put it up over the mid-point of the wheel. Just as I re-entered the bus a woman came forward from the back saying she had hit her arm because of the bike and wanted to report it in case it caused problems later. You will note the passenger felt her injury was caused by the bike, not the lack of knowledge or helpfulness of the driver. This was probably the impression left for most people on the bus who were late for their appointments that day!

At this point the driver called her supervisor. He came and showed both of us that the bar should be as high as possible on the wheel and even over the fender. He also took the name of the injured woman. The supervisor was very helpful. After all of this, I chose to stay on until the terminus

at New Westminster Station rather than cause any further delay. As I exited the driver reminded me that I should have informed her where I wanted off when I loaded the bike!

Was this:

- An isolated incident with a grumpy driver?
- Lack of good instructions on the racks?
- Lack of training for the driver?
- Lack of information for cyclists?

As a cyclist I am often made to be downright inferior by the driving public. However there are many drivers that stop and let me cross roads when they have the right of way. But it is far too easy to become angry.

However:

- New construction truly should have cyclist and walkers considered as a part of the plan. A kind and considerate workman is not really enough.
- A kind and considerate transit supervisor is not enough. The bus drivers need to be informed and aware - even if they are not required to load the bike.

Shouldn't every construction project have consideration as to how cyclists will access the road during the building phase and when the project is completed?

Don't cyclists have similar levels of access to roads as a motorised vehicle does or is it different because of slightly different needs?

As cyclists will we ever have the same rights as those given to motorists? It is a given that construction for new developments always include thorough plans for automobiles. While it is amazing even pedestrians, let alone cyclists, are often not given a single thought. How do we ensure those rights are met without becoming angry, upset, and sometimes overreacting every time we go out on the bike?

One thing we know is that dealing with issues one at a time is not enough.

We need to ensure that each government body institutionalise cycling and their needs into the planning process. Whether elected bodies like municipalities and the province or appointed like TransLink, they should be always thinking of "how will this project affect cycling?"



Riding Through Winter



Don't put your bike away! Find out how to ride it safely to and from work or around town.

Sunday October 29th, 2000

1:30 PM to 4:30 PM

New Westminster Public Library

716 Sixth Avenue

New Westminster

✓ What to wear in the cold and rain,

✓ How to choose safe routes for commuting,

✓ And much more...

Telling cyclists,

Continued from page 2


it does. You have no idea if the Vancouver bike route goes anywhere close to UBC or if it connects to other routes that do. Finally you forget about hopping on your bike because this is too hard to figure out and you don't have enough time before the meeting to get more information. So you get into your car and drive to UBC.

Let's take a second look at the task of getting to UBC. Again imagine being at SFU but this time seeing a sign saying "Bike Route: UBC 28 km" and you know that at each junction of the bikeway network there's another sign saying "Bike Route: UBC XX km". It's a lot easier now for you to figure out how to get there. It doesn't matter if each city uses a different name for a bikeway; you still have some understanding of how to get there and how long it should take.

What needs to happen is TransLink's Municipal Bicycle Committee should be working closely with the GVRD Planning Department and the individual municipalities to come up with twenty or thirty primary destinations around the Lower Mainland such as town centres, universities, and colleges. The municipalities should be able to tack on names for neighbourhoods that do not fit the GVRD's regional town centre criteria. This would be helpful in getting to nearby places such as Ambleside, Brookwood, and Yennadon.

In addition TransLink, the GVRD, and the municipalities should develop a uniform standard for this type of destination sign. Currently there is no actual standard that all the GVRD member cities seem to adhere to. Even within the City of Vancouver there seems to be a least a half dozen different designs for bike route signs. Sometimes the route name appears at the top, sometimes at the bottom. Other times you will see the sign be smaller, and then again a sign will be bigger. This doesn't make any sense. If all the provinces in Canada can agree on a signing standard for motorists why can't the GVRD municipalities have one standard bike route sign?

Also there should be a route system with proper signage pertaining to the sections of freeways where cyclists are not permitted - Highway 1 from North Vancouver to Abbotsford, Highway 91 and 91A in Delta, Richmond, and New Westminster, and Highway 99 from Surrey to the Oak Street Bridge. While there are portions of these freeways where cyclists could be allowed to ride on, we still need comprehensive signage to allow a cyclist from Abbotsford to Vancouver on other roads. Here TransLink and the municipalities should be working closely with the Ministry of Transportation and Highways. The present lack of routing for cyclists is not good enough. There has to be something more.

Until important issues like signage become a part of a standard for the entire region, cyclists will have to worry about these things on an issue-by-issue basis. In other words we will have continue to sweat the small stuff. 

White Rock


By Jean Male

White Rock has no plans to start implementing its bike plan for another two years due to budgetary concerns. So a delegation of cyclists asked council to approve five items from the bike plan for this year's budget.

- To improve trail surfaces on the crosstown routes;
- To upgrade road surfaces (i.e. fill in cracks) on North Bluff and Stayte;
- To install a trough for bicycle wheels on the Martin Street staircase;
- To mark traffic signal sensors at intersections; and
- To provide covered bicycle parking at the library.

The group also requested that Tom Leatham, the city bike coordinator, attend the bimonthly TransLink

Municipal Bicycle Committee meetings in Burnaby.

Back in May a committee member started liaising with Brad Fisher, Surrey's bike coordinator, and staff at TransLink about bus parking on the shoulder of King George Highway near 12th Avenue. This is part of the designated bicycle route the Ministry of Transportation and Highways developed for showing touring cyclists from the Peace Arch border to other parts of the lower mainland. It was suggested that the 321 route terminate at the 8th Avenue interchange of Highway 99. But TransLink felt this would not be safe for the bus drivers. Regardless, TransLink and the City of Surrey have to start thinking about what is safe for cyclists. Certainly not the current situation along King George Highway. Something must change. 

Cycling for a Better Community!

WORK WITH THE VACC

YES, I'M WILLING TO WORK AT IMPROVING CYCLING!

I want to contribute on these working groups:

- Burnaby Committee Chrystal 604-521-2801
- Delta/North Surrey Committee Sheila 604-930-1673
- New Westminster Committee Andrew 604-521-2742
- North Shore Committee Ken 604-731-6220
- South Surrey/White Rock Committee Jean 604-531-3484
- Tri-Cities Committee Ken 604-731-6220
- Vancouver Committee Rachel 604-254-3554
- SkyTrain Committee Marion 604-520-7636
- Communications Committee Ken 604-731-6220
- Also I want to contribute to the VACC by doing the following:



Cycling Network Program

by Ken Wuschke

During this past April the BC Transportation Funding Authority approved funds for the following projects. As has been the usual protocol, the local municipality or regional district contributes an equal amount to the funds shown below.

Burnaby \$ 13,653
North West Central Park Urban Trail - Connection between the BC Parkway and Vancouver's Ridgeway Bikeway.

Burnaby \$ 14,712
Kensington Av - To pave the road shoulders between Parkcrest to Halifax.


Burnaby \$ 91,618
Rumble St - To increase the width of traveled lanes for shared roadway improvements between Patterson to Nelson.

Delta \$126,005
52nd Street - Paving shoulders

from Highway 17 to 28th Avenue.
28th Avenue - Paving shoulders
52nd St to 53rd St
Separated path - From 53A Street to Spyglass Crescent. .

North Vancouver \$ 63,186
To build a separated path along Cotton Road from Gladstone Avenue to Kennard Avenue.

Port Coquitlam \$ 48,281
Towards building a bike path along the south side of the Mary Hill Bypass from Shaughnessy Street to the Coquitlam River Bridge, and paving and line painting a section of the Pitt River Dike from Pitt River Bridge to the Mary Hill Bypass.


Vancouver \$186,340
To extend the Portside (formerly Burrardview) Bikeway east from Wall Street at Kaslo Street into Burnaby under the Second Narrows Bridge. 

New West BAC,

Continued from page 4

including McBride at 6th Av. We suggested a few others. An area that needs a crossing desperately is Hume Park over to the walk/cycle route along the Brunette. This is a part of the GVRD Pilot Greenway Route from Westminster Quay to Burnaby Mountain. Both of these facilities are however already in place and not connected. It is complicated by municipality boundaries – New Westminster, Burnaby, Coquitlam.

The Queensborough Bridge, as well as the surrounding area, is still managed by the Ministry of Transportation and Highways. This includes the crosswalk light that is divided by a very small area of refuge crossing Stewardson Way.

The members of the New Westminster BAC feel it is important for this committee to continue meeting on a monthly basis and work hard at improving cycling conditions throughout the Royal City. 


Central Valley,

Continued from page 3

If not, it will be a joint project between New Westminster and Coquitlam with possible funding from TransLink or the province.

The completion of the Greenway will require the participation of several municipalities and agencies including Burnaby, Coquitlam, New Westminster, Vancouver, GVRD Parks, TransLink, Rapid Transit Project 2000 Ltd. and BC Hydro.

It is important that some sections of the route be completed as part of the SkyTrain Millennium Line. Some of the construction access roads, specifically along the Brunette River between North Rd. and Brunette Ave., between Boundary and Gilmore and along the tracks in New Westminster from Braid to Front St. are ideal for the greenway but there is still no commitment to use these for the greenway. These roads may be torn up after construction, which would be a horrible waste. The greenway will also provide much needed cyclist and pedestrian access to the SkyTrain stations.

The Minister responsible for SkyTrain is Graeme Bowbrick. Please contact him and the others page 3 in the box called "Who to write to about Central Valley" and encourage them to make the Central Valley Greenway a reality. 

JOIN THE VACC !

YES, I WANT TO CYCLE FOR A BETTER COMMUNITY.

1st Person: _____
2nd Person: _____
Address: _____

City: _____
Postal Code: _____
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The VACC does not sell or give out address information.

- I heard about the VACC:**
- through the media.
 - from this newsletter.
 - via the website.
 - from a friend.
 - from another cyclist.
 - at a community event.
 - other: _____
- \$20.00 Individual
 - \$10.00 Fixed/Student/Low Income
 - \$ 5.00 Each Additional Individual
 - \$80.00 Corporate/Organization


Please make cheques payable to:
Vancouver Area Cycling Coalition
and mail, along with this application to:
VACC
c/o 4351 Tucker Avenue
Richmond, BC
V7C 1L9



Thank you!

2000/09

Can-Bike "The Drivers Course for Cyclists"



Feel Better in Traffic

Phone Bruce 519-1442
or email
bruce_mol@altavista.net

www3.telus.net/mapletree/canbike.htm