

The Vancouver Area Cycling Coalition quarterly

Peddling in Downtown Vancouver By Reuven Dukas

Imagine many European and Asian cities, where cycling is one of the dominant modes of transportation. In such cities, it is quite common to observe hundreds of bicycles parked in front of downtown buildings. Are we likely to see crowds of cyclists and fewer cars in downtown Vancouver in the near future? Perhaps so, if City Council keeps its promise. Several years ago, Vancouver's City Council has adopted the following official policy: "City Council has set a list of transportation priorities in the following order: pedestrian, bicycle, transit, movement of goods, and private automobile. All existing and new projects in the City are evaluated with these priorities in mind and are developed to accommodate them, wherever possible."

Since 1990, a network of sixteen bikeways has been built by the city. Most of these bike routes are wisely designed and well used by cyclists for commuting and recreation. Bike lanes are currently considered also for the western part of Georgia Street and for parts of Pacific Boulevard. However, the downtown peninsula, the heart of Vancouver, is still notably bike lane deficient. Currently, the only marked bike lanes in the downtown are on Pender Street.

Most recent activity, and existing policy, point towards a more bicycle-friendly downtown. The City of Vancouver 1997 Transportation Plan states that it will "continue to develop bikeways, and, as a top priority, provide a more complete bicycle network by using painted bike lanes in areas such as the downtown, where off-arterial bikeways are not possible." The plan also proposes the implementation within six years (i.e., by 2003) of painted bike lanes on the following streets: Burrard, Howe, Seymour, Smithe, Nelson, and Beach.

At their April meeting, members of the VACC Vancouver committee

Beyond this page		
The VACC expands2		
Bike calendar3		
False Creek North 6		
Grandview Highway 6		
The Pattullo Bridge7		
CanBike / BikeSmarts 8		
Membership Form8		

congratulated City Council and staff for their active support for cycling facilities in Vancouver in general and the downtown peninsula in particular. It is clear, however, that the City will have to move quickly in order to complete a downtown cycling network by 2003.

Members of the VACC Vancouver committee agreed that a top priority should be the implementation of direct, safe bike lanes leading to and



New Westminster Mayor Helen Sparkes is riding for Bike Fest at the 30th Annual Hyack Festival in the Royal City. For more details on Bike Fest go to www.hyack.bc.ca/bikefest.html

crossing all bridges of the downtown peninsula (Burrard, Granville, Cambie, Lions Gate), including the Georgia Viaduct. Good connections are also necessary between downtown and the Adanac bikeway, as well as the SeaBus terminal.

Besides streets already included in the City Transportation Plan, we concluded that a useful downtown bikeway network should include the following streets: Davie, Denman, Pacific, Beatty, Cambie, Bute, and Cardero or Nicola. We also suggested improvements to the bike lanes on Pender Street, which are currently unsafe in some parts, and changes to Granville Mall, which may involve bike lanes and cyclists' access at streets crossing the Mall. Finally, we noted that Robson may be an alternative to Nelson/Smithe one-way couplet, as long as good Page 2



Published in March, June, September, and December by the Vancouver Area Cycling Coalition (VACC)

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

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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.

Jun 13 Sanctuary Foundation, 34-6th St, New West Jul 11.. Riverside Park, Kent Av, E of Elliott St, Vancouver Aug 8 Sanctuary Foundation, 34-6th St, New West Sep 12 Firehall Library, 1455 W. 10th Av, Vancouver

INTERNET

Join our list serve by sending an email to vacc-request@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 LIRBANE CYCLIST VANCOUVER AREA CYCLING COALITION PO BOX 40074 RPO ROYAL CITY **NEW WESTMINSTER BC V3M 6J7**

Or e-mail: vacc@canada.com.

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

NEXT DEADLINE FRIDAY, AUGUST 3RD, 2001



The VACC expands By Ken Wuschke

Over the past few years, the Vancouver Area Cycling Coalition has been active making cycling an essential component of the transportation picture in the Lower Mainland. While we have worked with various government bodies throughout southwest British Columbia, frequently we are asked by cyclists, "What is the VACC?"

The earliest stages of the VACC happened about five years ago. There was no group effectively lobbying for the rights of cyclists on all roads of the region. Some groups were just interested in Downtown Vancouver, while another only focused on the highway network. It was a period of discord within the cycling community. Gradually people began to see the need to link up the various groups and begin to speak with one voice. This way cyclists could avoid having various government bodies play one cycling group off another.

However, given the size of the region, it has become a task in itself to keep on top of issues. Within the GVRD there are twenty-one municipalities, an electoral district, the Vancouver International Airport, UBC, SFU, and a myriad of other agencies that are in charge of roads and multi-use trails that cyclists ride on. The VACC has found the most effective way to deal with this Pandora's Box of government bodies is to create local committees. To date the VACC has committees for Burnaby, Delta, New Westminster, Surrey, Vancouver, and White Rock. Most recently we have created a new committee for the Northeast Sector. This includes Coquitlam, Port Coquitlam, Port Moody, Anmore, and Belcarra.

As often is the case, the VACC Tri-Cities committee had an issue of significance to rally around. This time it is the Lougheed Highway between Brunette and Coleman. The City of Coquitlam has recently upgraded Lougheed Highway, but in reality it has become extremely unsafe for cyclists. The formerly wide lanes have been reduced to 3.0 metres. The Transportation Association of Canada (www.tac-atc.ca) has been recommending that all roads have a minimal width of 4.3 metres to accommodate automobiles and bicycles in the same travel lane. In addition to the reduction of the lane width, the City of Coquitlam removed a shoulder that was among the best in the GVRD for cycling on.

Currently the VACC Tri-City committee is working closely with members of the VACC New Westminster committee to share knowledge and experience in providing constructive cycling alternatives to city hall staff. Essentially that is the purpose of the VACC – to help cyclists work more effectively in reminding elected officials and civic staff that bicycles are a part of the transportation picture. But all too often, those who make the decisions forget that cycling is an important form of transportation in the Lower Mainland.

This spring several members of the VACC sat down and came up with a mission statement for the organization: "Making cycling an integral part of the transportation culture". That sums up why the VACC is working hard at creating a committee for the Northeast Sector. However, we still want to work with cyclists in all parts of the GVRD to achieve our goals. This is why we need people to be more involved with the VACC.

In addition, we want to work with other existing cycling groups to create a better cycling environment. Certainly it is time for cyclists to band together and become a unified voice when dealing with the many city halls in the region.

While the VACC looks to cycling issues within the GVRD, the British Columbia Cycling Coalition (BCCC) deals with cycling concerns around the province. It is made up of cycling groups similar to the VACC in Victoria, Nanaimo, Kelowna, and Salt Spring Island. As well, there is representation from groups like Cycling BC, Better Environmentally Sound Transportation, and Cross Canada Cycle Tour Society. Uniquely, the City of Parksville Bicycle Advisory Committee joined the BCCC last year. These groups are working together by sharing knowledge amongst them, just as the VACC encourages its various committees to do so as well. Together the VACC and BCCC member groups are becoming an effective voice for cycling advocacy in BC. And governments are starting to listen more to the cycling community.

This is the larger picture. The smaller picture is just as important. Have you ever got frustrated by a road being poorly engineered for cyclists? Did you feel the bicycle route network does not go anywhere? Do you feel the cyclists' needs are being ignored in general? The VACC is a good place to find out how you can change things for the future. If you have not joined the VACC and you ride anywhere in the GVRD please consider the value of having your voice heard to improve cycling. It is an investment for a region where cycling is a viable form transportation. Ť

Bike calendar Make a date with some cyclists!

While the Vancouver Area Cycling Coalition makes sure that all the events times, dates, and locations are accurate at press time, there can be changes. You are urged to contact the person listed with each event to make sure that there has been no changes.

As there are many unusual abbreviations used in this calendar here is a short summary of them.

BAC	Bicycle Advisory Committee
	Bicycle Advisory Subcommitte
	British Columbia Cycling Coalition
ССС	Citizens' Cycling Committee
	Greater Nanaimo Cycling Coalitio
JBAC	Joint Bicycle Advisory Committe
VACC	Vancouver Area Cycling Coalition

May 2001

June 2001 — BIKE MONTH

- SAT JUN 2BICYCLE BAKERY DAY Contact Eva for location information.

- WED JUN 6NATIONAL CLEAN AIR DAY

WED JUN 6 — 7:30 - 9:00 AM CLEAN AIR DAY, PANCAKE BREAKFAST	•
CBC Plaza Georgia & Hamilton, Vancouver Rita	

June 2001 — BIKE MONTH

WED JUN 6 — 5:30 - 9:00 PM BURNABY BIKEWAYS OPEN HOUSE Confederation Community Centre for the Retired

4585 Albert St, Burnaby Martin Pardoe 604-294-7216 - pardoe@city.burnaby.bc.ca

- THU JUN 7 2:00 PM BC PARKWAY RIDGEWAY CONNECTOR URBAN TRAIL OPEN CEREMONY
- Central Park 604-294-7216 pardoe@city.burnaby Martin Pardoe 604-294-7216 - pardoe@city.burnaby.bc.ca
- THU JUN 7 BIKE TO SCHOOL DAY Various locations
 - Way to Go! Program 604-732-1511 www.waytogo.icbc.bc.ca
- FRI JUN 8 6:30 PM
 VACC TRI-CITY MEETING

 Millside School
 1432 Brunette Av, Coquitlam

 Brian George
 604-522-2977

 Lucy Goodbrand
 lucyg@sfu.ca
- SAT JUN 9 9:00 AM 4:00 PMBIKE TO DEER LAKE PARK Martin Pardoe 604-294-7216 - pardoe@city.burnaby.bc.ca
- SAT JUN 9 12:00 NOON 3:00 PM GRANVILLE ISLAND BIKE FEAST



June 2001 — BIKE MONTH

Informative workshop on preparation for riding, riding skills, and traffic safety.

- SAT JUN 16 10:00 AM LE TOUR DE NORTH VANCOUVER North Vancouver City Hall 141 W 14th St, North Vancouver Kevan Delaney 604-990-BIKE - kdelaney@city.north-van.bc.ca Registration: 10:00 AM, Kids Activities: 10:00 - 11:30 AM, Tour departs: 11:30 AM



June 2001 — BIKE MONTH

SAT JUN 16 — 6:30, 7:30 & 8:00 PM DINOSAURS AGAINST
FOSSIL FUELS PRESENT THE ROCKYSAURAUS PICTURE SHOW Cartier Park Prince Edward & 37th Av, Vancouver Chris 604-818-1730
SAT JUN 16 THE NANAIMO POPULAIRE Contact Allan for location information. Allan Dunlop
SUN JUN 17 — 9:00 AM - 1:00 PMBIKE TO COQUITLAM'S FARMER MARKET Poirier Community Centre
TUE JUN 19 — 4:30 - 6:00 PM DEMONSTRATION OF VANCOUVER'S 1ST BICYCLE BOX On the Adanac Bikeway Union St @ Main St, Vancouver Geoff
TUE JUN 19 — 5:30 - 8:30 PM FALSE CREEK PEDESTRIAN AND CYCLIST CROSSINGS OPEN HOUSE Performance Works 1218 Cartwright St, Granville Island, Vancouver Dale Bracewell 604-871-6440 - Dale_bracewell@city.vancouver.bc.ca
TUE JUN 19 — 7:30 - 9:30 PM FORUM ON TRANSPORTATIONSFU Harbour Centre
WED JUN 20 — 5:30 PM
WED JUN 20 — 6:30 PMVACC QUEENSBOROUGH - RICHMOND - RIVERSIDE LOOP RIDE Century House Moody Park, 8th St & 7th Ave, New Westminster. Marion
FRI JUN 22 SOLSTICE RIDE Contact Lee for location information. Lee
Join us for a celebration of summer as we cruise into the longest night of the year along the Midtown/Ridgeway Bikeway into Pacific Spirit Park. The ride will end at Spanish Banks and riders are encouraged to bring goodies for an informal picnic.
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Join us for a celebration of summer as we cruise into the longest night of the year along the Midtown/Ridgeway Bikeway into Pacific Spirit Park. The ride will end at Spanish Banks and riders are encouraged to bring goodies for an informal picnic. SAT JUN 23 — 10:00 AM - 1:00 PM UBC BIKE RODEO FOR KIDS UBC Campus in Parking lot 'B' Tom

Shows cycle routes along Robert Burnaby Park, north side of Highway 1, along Deer Lake, connections back to Metrotown, returning on BC Parkway. Suitable for less experienced riders; some hills; some traffic areas.

Bike calendar Make a date with some cyclists!

June 2001 — BIKE MONTH

- SAT JUN 30 10:00 AM TRAILS TO ALES ROAD RIDE To be announced.

Bob Goerzen 250-753-5464 - bgoerzen@home.com Join an easy going ride along some of Nanaimo's scenic country roads. Approximately 40 km.

SAT JUN 30 — 7:00 - 11:00 PM

- SAT JUN 30 THE MARKET CYCLING CELEBRATION The Rive Gauche Market

July 2001

- MON JUL 9 7:00 PM MAPLE RIDGE / PITT MEADOWS BAC Pitt Meadows District Hall 12007 Harris Rd, Pitt Meadows Bruce McLeod .. 604-467-7342 - Bmcleod@district.maple-ridge.bc.ca

August 2001

August 2001

September 2001

- MON SEP 10 7:00 PM MAPLE RIDGE / PITT MEADOWS BAC Maple Ridge District Hall 11995 Haney Pl, Maple Ridge Bruce McLeod .. 604-467-7342 - Bmcleod@district.maple-ridge.bc.ca
- WED SEP 12 6:30 PM NEW WESTMINSTER BAC New Westminster City Hall 511 Royal Av, New Westminster Edwina Steere .. 604-527-4580 - esteere@city.new-westminster.bc.ca

October 2001

MON OCT 1 — 7:00 PM MAPLE RIDGE / PITT MEADOWS BAC Pitt Meadows District Hall 12007 Harris Rd, Pitt Meadows Bruce McLeod .. 604-467-7342 - Bmcleod@district.maple-ridge.bc.ca

False Creek North school By Kari Hewett

On April 17th the City of Vancouver's Development Permit Board reviewed and approved —subject to conditions — an elementary school development application for 150 Drake Street, in Vancouver's Yaletown area. Purportedly the largest urban development in North America, it would seem an ideal location to float innovative, progressive measures such as a higher ratio of bicycle racks to car parking spaces than the basic minimum requirements of the Parking By-law presently provides for.

This meeting accepted a proposal to merely conform to current standards, however. In a response to my e-mail enquiry a few days later, Rick Scobie, of the City of Vancouver, explained:

"The submission before the Development Permit Board included two (Class A) bicycle spaces/lockers, located within the underground parking area for staff use and 15 (Class B) bicycle spaces in racks at grade adjacent to Drake Street, intended for use by school children and school visitors. This satisfied the minimum requirements of the Parking By-law - one Class A and 15 Class B spaces - for the staff and student populations even with the future contemplated school addition to increase enrollment to up to 400 students. The applicant was encouraged to provide more student bicycle parking in future, if experience indicates it is warranted, however, the Development Permit Board did not impose a requirement in excess of the By-law minima."

For the large student population, and 28 staff, there will be 38 car parking spaces, which is 10 more than necessary. The City of Vancouver further expects to construct and fund the underground parking lot; the rationale being that it will serve the public outside of school hours.

It is difficult to understand the logic of this decision, from a practical, environmental or health perspective. Cycling and walking to school in this very densely-populated area should be the norm, and not relegated to a fringe activity by under-allocating the necessary resources. Adequate numbers of secure racks, showers, and lockers are essential to encourage and promote this practice, by all members of the school's community.

What good can be gained from making automobile access not only easy but preferred? Emissions and the probability of injury both increase.

And what of the declining state of our overall health? Canadian children are becoming less physically active and obesity rates for

elementary school-aged children have doubled between 1981 and 1996, according to a report written early this year. Trips to and from school on a bike can be both joyful and healthy.

So, what happened?

The "developer" of this project, the Vancouver School Board, appears to be partly constrained by the type and amount of funding it receives from the provincial Ministry of Education. Vancouver City Councillor, Sandy McCormick said, "there is no provision in Ministry capital funding policies for things which are deemed by the provincial government to be 'extra's' like bike racks or adventure playgrounds. Parents must fundraise for these things, or do without."

Ian Wasson suggests there is another angle, "change the municipal Zoning By-law for that zone to require a ratio of bike racks per students: they always know the student capacity for a building, that's how they calculate the parking ratio."

It is hard to believe that in the infant years of this new millenium that we must fight to get back what seemed commonplace only twentyfive years ago. My elementary school had over 60 rack spaces, which were packed to capacity every day; if you were driven to school, that was odd.

The various levels of decision-makers, both elected and staff, need to be consistently pushed to provide the best cycling facilities and infrastructure available at all our schools and institutions in Vancouver and the throughout the Lower Mainland. Developing positive, empowering habits early in life is essential, as is continuing them into adulthood.

Six Grade Five students from Matthew Begbie School recently penned a very fine letter to **The Vancouver Sun** saying, "pollution is harming our environment. Cars and trucks burn a lot of oil, which pollutes the air.... We can help stop pollution by riding bikes, walking, carpooling and using mass transit." These children know what's wrong and what needs to be done to change it.

We are able to help them by electing representatives with the vision and ability to make this more available, and by keeping the pressure on.

For this project write to Sarah Baker the Vancouver School Board's Manager of Planning & Facilities. Also contact the City of Vancouver Council to express your concerns about the Bicycle Parking By-Law. Details on page 8 of **The Urbane Cyclist**.

This truly is an investment in the future.

Grandview Highway North By Richard Campbell

The VACC Central Valley committee supports area residents demand for further traffic calming measures along Grandview Highway North. In general, the VACC is encouraged with the city's plans for the Greenway. However, further street closures would make Grandview Highway North in Vancouver a wonderful greenway and cycling route.

While the planned traffic circles will serve to calm traffic somewhat, some drivers do speed between the circles. While others dangerously squeeze cyclists at the traffic circle. East from Slocan Street to New Westminster, much of the proposed Central Valley Greenway will be on separated paths. It is very important for the Grandview Highway North section to be relatively consistent with the rest of the route so that it benefits the maximum number of people.

The VACC suggests street closures on the following sections:

Kamloops to Penticton

Here, the road borders on an apartment complex with a larger than

usual green space between the fence surrounding the complex and the road. This section could be easily closed with very little impact on resident access yet the closure would greatly discourage the use of Grandview Highway North and other local streets as a shortcut from Slocan to Naniamo.

Penticton to Slocan

When the road right of way is combined with the green space from Vancouver Technical Secondary School grounds and from the Grandview Cut, which is wide in this area, a nice park can be created. This closure would completely prevent shortcutting.

Victoria to Commercial

This section is narrow and has a relatively high level of commuter traffic shortcutting from Broadway to Commercial as well as buses turning

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Making improvements to the Pattullo By Jim Alix

The Pattullo Bridge has become an important route within the Lower Mainland for cyclists because it is the only direct connection available for cyclists traveling between Surrey and the communities north of the Fraser River. Many cyclists use the Pattullo Bridge daily for cycling to work, for shopping, and for recreational purposes.

In spite of the fact that both the cities of Surrey and New Westminster have been very proactive in making their communities bicycle friendly, we felt that there were some major deficiencies for cyclists accessing the Pattullo Bridge from both sides, deficiencies which can be improved at minimal cost. The VACC recently sent letters to the cities of Surrey and New Westminster, and to TransLink, whose responsibilities include this important link. Specific examples and recommendations given included maintenance (both of road or trail surface and of encroaching vegetation), widening of the path approaching the bridge and of the sidewalk on the bridge (by shifting no-post barriers* minor amounts), signage and other visibility improvements (why isn't the no-post painted?) and suggestions for placement of cyclist-activated signals.

Special note was made of the fact that the new Millennium Trail in New Westminster was clearly not designed for commuter traffic. Thus, it is still necessary to accommodate cyclists on McBride Boulevard, especially with the new traffic patterns on the north side. Slight

Continued from GRANDVIEW HIGHWAY North on page 6.

around at the SkyTrain station. Blocking access to the westbound lane at Broadway will greatly improve cyclist and pedestrian safety and likely improve the access for the buses as well.

McLean to Woodland

Closing this busy section would be wonderful and would extend the green space of the Grandview Elementary School grounds to the Grandview Cut. It would also likely increase safety for children walking and riding to school that currently have to cross busy Grandview Highway North.

These street closures will also reduce traffic cutting through this neighbourhood and provide much needed green space. The improved safety and convenience the closures will create for cyclists and pedestrians, which are the city's transportation priorities, will outweigh the slight inconvenience motorists may experience.

If done now, the cost of closing these two sections of Grandview Highway North is likely less than the cost of the currently planned reconstruction of the road. If the city decides to close these sections at a later point, this incurs further costs to the taxpayers.

Please send letters to Mayor Philip Owen and Council. You will find contact information of page 8 of **The Urbane Cyclist**. Other information can be found by visiting the VACC Central Valley committee's website at www.vacc.bc.ca/centralvalley. adjustments to the "vehicle-metering" traffic lights soon to be installed at the Columbia/ McBride/Royal intersection (just before the bridge, proper) would allow a cyclist to cross safely and would have a negligible effect on motor vehicle traffic.

The VACC proposed that a multi-use trail be built on the east side of McBride Boulevard from Royal Avenue to 7th Avenue. Ultimately, this could connect to the Fraser River Greenway (through the Woodlands property) and would provide safe and convenient access to the Queen's Park Housing Co-op. Overall, these improvements would allow better access between New Westminster, Surrey and beyond to the Fraser Valley. Similarly they provide better access from Downtown New Westminster and Fraserview to the Canada Games Pool, the Justice Institute and to the new Crosstown Greenway.

If the Pattullo Bridge is of concern to you then you should contact the three government bodies invovled – TransLink and the cities of Surrey and New Westminster – by turning to page 8 of this edition of

The Urbane Cyclist and write your own letters.

*No-post barriers — These are grey concrete barriers that line highways throughout British Columbia.

Continued from DOWNTOWN on page 1.

connections to the Cambie Bridge are provided.

In addition to its existing city-wide transportation plan, the City of Vancouver is currently developing a transportation plan specific to the downtown peninsula, to be completed by December 2001. This project involves extensive public consultation - your opportunity to get involved.

The VACC Vancouver site (www.vacc.bc.ca/vancouver) contains further information and suggestions for action. To voice your support for a bike friendly downtown peninsula, please write to Mayor Philip Owen and the City of Vancouver Council. Address information is on page 8 of **The Urbane Cyclist**.

V	VORK WITH THE VA	CC
Y	Yes, I'm willing to work at improving cyci	.ING!
	I want to volunteer on these working group	5:
	Burnaby CommitteeBrian 604-52	2-2977
	Central Valley CommitteeRichard 604-73	3-1764
	Delta/North Surrey CommitteeSheila 604-93	0-1673
	New Westminster Committee Andrew 604-52	1-2742
	North Shore Committee Ken 604-73	1-6220
	South Surrey/White Rock Committee Jean 604-53	1-3484
	Tri-Cities Committee Brian 604-52	2-2977
	Vancouver Committee Rachel 604-25	4-3554

Communications Committee Ken 604-731-6220

ot Also, I want to contribute to the VACC by doing the following:



CanBike / BikeSmarts By Bruce Mol

The Strathcona Area Safety Society has asked for a **CanBike** course for teachers, parents, and volunteers who wish to teach the **BikeSmarts** curriculum to the K-7 crowd. If you would like **CanBike** Certification and have a special interest in teaching children bike skills this intense two day course is for you. Some parts of the regular **CanBike** course will be touched on only briefly to make room for **BikeSmarts** discussions.

This is a 18-plus Hour Course over 2 days. Sunday, June 17th and Sunday, June 24th from 9 AM to 6 PM. Bike and helmet must be in excellent condition. Bring a lunch. Information on webpage www.gonecycling.com/training.html

How Much

The charge is \$125 for general public or \$105 for members of the Vancouver Area Cycling Coalition.

Venue is at Strathcona Community Centre at 605 East Keefer Street, Vancouver.

How To Register

You must contact Bruce Mol by phone or e-mail. Full payment is required one week prior to course. Contact info below.

For more **CanBike** Information: If you need more information check these web pages www.gonecycling.com/canbike.html and www.gonecycling.com/course.html or phone 604-519-1442.

CanBike is based on **Effective Cycling** by John Forester. This book is available at libraries, Mountain Equipment Co-op, and finer bookstores throughout the city.

Enrolment is limited: the first eight people to register with full payment, are in. The next eight go on a waiting list until one week prior when we decide how many assistants are required to ensure safe road passage for up to sixteen people.

Phone: 604-519-1442 — E-mail: bruce@gonecycling.com — Web Site: www.gonecycling.com & M

E VACC ! E FOR A BETTER COMMUNITY.
or give out address information. dividual members through the above information. \$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 - Memberships PO Box 40074 RPO Royal City New Westminster BC V3M 6J7

Who to write about issues in this edition of The Urbane Cyclist.

City of New Westminster

\searrow	Mayor Helen Sparkes and Council		
	511 Royal Avenue		
	New Westminster, BC V3L 1H9		
	Phone:	604-527-4522	
	Fax:	604-527-4594	
	hsparkes@city.new-westminster.	bc.ca	

City of Surrey

\searrow	Mayor Doug McCallum and Council		
	City of Surrey		
	14245 - 56th Avenue		
	Surrey, BC V3X 3A2		
	Phone:	604-591-4126	
	Fax:	604-591-8731	
	www.city.surrey.bc.ca/CityCouncil/C	ontactCouncil.htm	

TransLink

\searrow	George Puil	
	Chair	
	TransLink	
	1700 - 4720 Kingsway	
	Burnaby, BC V5H 4N2	
	Phone:	604-453-4500
	Fax:	604-453-4626

City of Vancouver

Mayor Philip Owen and Council	
453 West 12th Avenue	
Vancouver, BC V5Y 1V4	
Phone:	604-873-7273
Fax:	604-873-7750
mayorandcouncil@city.vancouve	r.bc.ca

Vancouver School Board

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	Chair of the Board of Trustees	
	Vancouver School Board	
	1580 West Broadway	
	Vancouver, BC V6J 5K8	
	Phone:	604-264-4493
	bbuchanan@vsb.bc.ca	

Vancouver School Board

\succ	Sarah Baker	
	Manager - Planning & Facilities	
	Vancouver School Board	
	1580 West Broadway	
	Vancouver, BC V6J 5K8	
	Phone:	604-713-5252
	Fax:	604-713-5257
	sbaker@vsb.bc.ca	

Remember...

The more letters that are written to these people, the more likely things will get better for cyclists. However, if you do not write or call these official people, the less likely things will change for the better. It's up to you.