

## VACC Values

You're holding in your hands the quarterly newsletter of the Vancouver Area Cycling Coalition. This newsletter, along with everything else done by the VACC, is entirely the work of committed volunteers, and is based upon a set of core values. If these values speak to you, we hope you'll consider supporting us by purchasing an annual membership and/or becoming actively involved.

**The VACC advocates for better conditions for cyclists and the removal of barriers to cycling. We achieve our objectives by meeting with governing agencies at all levels, writing well researched, proactive letters and reports, working constructively with the media, and encouraging more people to cycle more often. The work of the VACC is grounded in the following values:**

- **We support a variety of styles and approaches to cycling.**
- **We value education and role-modelling of safe cycling.**
- **We respect those who choose or need to use other forms of transportation.**
- **We value cycling as a community building tool and as healthy for both individuals and our environment.**
- **We avoid funding or support that could compromise the integrity of our mission, purpose, or values.**
- **We seek positive legislative and policy change to make a lasting difference.**
- **Our membership is open to all who share our goals and values.**



**Bike Month Volunteers**

Photo: Sheree Gable

### JOIN THE VACC!

Yes, I want to cycle for a better community

1<sup>st</sup> person \_\_\_\_\_  
 2<sup>nd</sup> person \_\_\_\_\_  
 Address \_\_\_\_\_  
 City/Postal Code \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail: \_\_\_\_\_

The VACC does not sell or give out address information. The VACC reserves the right to contact individual members through the above information.

- |  |  |
|--|--|
| <input type="checkbox"/> Please e-mail <i>The Urbane Cyclist</i> to me | <input type="checkbox"/> \$20.00 Individual  |
| <b>I heard about the VACC:</b>   | <input type="checkbox"/> \$10.00 Fixed/Student/Low Income                                    |
| <input type="checkbox"/> through the media                             | <input type="checkbox"/> \$ 5.00 Each additional   |
| <input type="checkbox"/> from this newsletter                          | <input type="checkbox"/> \$80.00 Corporate/Organization                                      |
| <input type="checkbox"/> from a friend                                 | <input type="checkbox"/> \$ 5.00 additional per person to also join the BC Cycling Coalition |
| <input type="checkbox"/> via the website                               |  |
| <input type="checkbox"/> from another cyclist                          |  |
| <input type="checkbox"/> at a community event                          |  |
| <input type="checkbox"/> other: _____                                  |  |

Please make cheques payable to:

#### Vancouver Area Cycling Coalition

And mail, along with this application to:  
 VACC Memberships  
 Box 0074 641 Columbia Street  
 New Westminster, BC V3M 1A8

August 2005

Issue 26

Autumn 2005



## Seeking Experienced Cyclists

The VACC is looking for experienced cyclists to teach commuting skills—see page 4 for details.

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# The Urbane Cyclist

The Vancouver Area Cycling Coalition Quarterly

www.vacc.bc.ca

Make cycling an integral part of the transportation culture of the Lower Mainland

## Burrard Bridge: Safe Cycling Coming in 2006 by Bonnie Fenton

In 1996, a trial lane reallocation from motor vehicles to bikes was carried out on the Burrard Bridge. In the staff report that followed, it was noted that travel behaviour within the corridor changed in two ways: as a result of the pilot project, on an average weekday, there were 870 additional cyclists (39%) and a decrease of 8800 car occupants (9%). Vehicle drivers changed their behaviour quickly and adjusted to the installation of the bike lane, and the delays of up to 20 minutes reported early in the week were reduced to a few minutes later in the week.

While an outside observer of the 1996 trial would likely have called it successful, it was a public relations disaster. The positive numbers never made the press, the trial was loudly and publicly condemned as a failure, and subsequent city councils didn't dare face the issue again for nine more years. But they faced it head on, on July 19, when they passed a motion recommending a trial reallocation of two vehicle lanes to cycling lanes on the Burrard Bridge beginning in April 2006.

Following a motion presented by Councillor Fred Bass, staff were directed to advance the design of a Burrard Bridge outside sidewalk widening process while concurrently carrying out a full and well-prepared one-year trial reallocation of two vehicle lanes to cycling. The trial will include:

- Design of temporary modifications to the bridge ends
- Planning of transit changes and HOV lanes
- A communication campaign
- Intensive promotion of cycling and walking
- Evaluation of the two-lane reallocation in mid-October 2006 and mid-April 2007

Lessons were learned from the past. The key differences between the 2006 proposal and the 1996 trial are the planning, preparation, and promotion of the reallocation, together with the allowance of a trial long enough for people to develop new travel habits and to see the positive potential of the change.

The VACC, and many other groups and individuals, have been working on the issue of Burrard Bridge cycling facilities since the early 1990s. Vancouver City Council are to be thanked and congratulated for taking the courageous step of reallocating existing transportation space to more sustainable modes.

If you'd like to comment on council's decision, e-mail [mayorandcouncil@vancouver.ca](mailto:mayorandcouncil@vancouver.ca).

## The Urbane Cyclist

Published quarterly by the Vancouver Area Cycling Coalition (VACC)

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

### VACC BOARD OF DIRECTORS

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### FOUNDING MEMBER

British Columbia Cycling Coalition



Member of the (Canadian) Coalition for Active Living  
<http://www.activeliving.ca/>

### MEET US

The VACC Board meetings are open to all interested in bicycling in Greater Vancouver. We generally meet on the second Wednesday of the month at 6:30 p.m. Phone **604 878-8222** for details.  
[info@vacc.bc.ca](mailto:info@vacc.bc.ca)

### INTERNET

Keep up on the latest cycling issues and events. Join one of our e-mail lists at [www.vacc.bc.ca/lists](http://www.vacc.bc.ca/lists)

### GOT SOMETHING TO SAY?

We welcome articles (300 words or less) about cycling in Greater Vancouver.

Submissions may be sent to:

**The Urbane Cyclist**  
Vancouver Area Cycling Coalition  
Box 0074  
641 Columbia Street  
New Westminster, BC V3M 1A8  
Or e-mail: [newsletter@vacc.bc.ca](mailto:newsletter@vacc.bc.ca)

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

**Next deadline: Friday, Oct 21, 2005**

## President's Message by Colin Brander

### VACC Values

In May, the VACC started work on updating our values. We had an excellent discussion on the strengths and weaknesses of the old values and what we wanted to see in the new ones. By the end of our meeting, we had a working draft of our proposed new values and created a listserv so that we could continue working on them electronically. Over the next few weeks, we finalized the wording and these have now been approved by the Board. (See back page.)

I want to thank all of the members for their participation and valuable contributions, especially Bonnie Fenton for her fabulous wordsmithing abilities, proving that sometimes less is more!

### Bikes on SkyTrain

It was thanks to the efforts of the VACC that we were finally permitted to take our bikes on SkyTrain on a trial basis starting in June, 2003. The trial was a huge success thanks to the many thousands of cyclists who followed the rules and made this a positive experience for cyclists, their fellow passengers and for TransLink. As a result of the positive experience the rules were made permanent and, as of August 15, TransLink has agreed to relax the rules further as a pilot project as follows:

- Loading permitted via all doors with the limit on the number of bikes permitted increasing from two bikes per train to two bikes per car;
- Bikes permitted on SkyTrain during all operating hours except Monday to Friday between 7:00 am and 9:00 am on trains travelling in the peak direction (towards Vancouver) and between 4:00 pm and 6:00 pm on trains travelling in the peak direction (away from Vancouver).

Let's make this second pilot project another success, so that these relaxed rules can be implemented on a permanent basis.

### Advocating Outside The Box

For too long, cycling advocates have advocated for what they believed was acceptable to the 'powers that be', instead of advocating for what we really wanted. Recently, the VACC has advocated for facilities that we knew would be a hard sell. The first was cycling lanes on the RAV bridge over the Fraser River, which we were successful in attaining, even though the staff report did not recommend these. Just recently, going to Vancouver City Council were the long overdue safety improvements to the Burrard Bridge. The staff report recommended outward sidewalk widening with pinch points between the two towers. This was

*Continued on page 4*

## Tri-City Action by Brennan Anstey

The draft Pitt River bridge proposal calls for cycling on only one side (north side) of the bridge, essentially making cycling the crossing more inconvenient for most, than it is right now (draft plan available at [www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca)). The oversight has been articulated, including a letter detailing the concerns sent from the VACC to the Gateway Consulting team, and we are anticipating further input.

We've been trying to get an alternative route through the River-view lands, to avoid the narrow and dangerous sections of Lougheed Highway. Concerns over liability have stalled the issue but hopefully overall safety will soon triumph.

Half of the old Fraser Mills site is up for redevelopment, and there is a potential cycling path running through the property (see 'Dreams of a Greenway', page 6, for more info).

Port Moody is undergoing a tremendous amount of development. Commuter cycling communications and relationships are being established with the City, including a Tri-Cities VACC delegation to Council in July.

We had our first advocacy ride along the Foster cycling route in Coquitlam. The road is scheduled for some work, and conditions are "very hairy in some sections". So we rode it as a group and assessed how the route could be improved. We also found a quieter alternate route along Smith/Regan (parallel to the north), which is an excellent alternative.

For more info about Cycling in the Tri Cities (Coquitlam, Port Coquitlam and Port Moody), contact Brennan Anstey at [brennan\\_anstey@hotmail.com](mailto:brennan_anstey@hotmail.com) or 604-937-5155.

### Work with the VACC

To become involved, please contact:

- |   |                      |
|---|----------------------|
| <input type="checkbox"/> Burnaby                              | Mike 604 444-4068    |
| <input type="checkbox"/> Central Valley Greenway and Skytrain | Jack 604 681-5744    |
| <input type="checkbox"/> Delta                                | Marion 604 520-7636  |
| <input type="checkbox"/> Fundraising                          | Fulton 604 526-3585  |
| <input type="checkbox"/> Greater Vancouver                    | John 604 986-9220    |
| <input type="checkbox"/> New Westminster                      | Andrew 604 521-2742  |
| <input type="checkbox"/> North Shore                          | Dave 604 988-5454    |
| <input type="checkbox"/> Richmond                             | Jason 604 267-9762   |
| <input type="checkbox"/> Surrey                               | Mary 604 535-2513    |
| <input type="checkbox"/> Tri-Cities                           | Brennan 604 937-5155 |
| <input type="checkbox"/> Vancouver                            | Jack 604 681-5744    |

- I want to contribute to the VACC by doing the following:

### Did you know...?

The more letters written and the more phone calls made, the more likely cycling conditions will improve.

### Who to write about issues in The Urbane Cyclist:

Hon. Gordon Campbell  
**Premier**  
PO Box 9041  
STN PROV GOVT  
Victoria BC V8W 9E1  
Phone: 250 387-1715  
Fax: 250 387-0087  
[premier@gov.bc.ca](mailto:premier@gov.bc.ca)

Honourable Kevin Falcon  
**Minister of Transportation**  
PO Box 9055  
STN PROV GOVT  
Victoria BC V8W 9E2  
Phone: 250 387-1978  
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[Minister.Transportation@gems5.gov.bc.ca](mailto:Minister.Transportation@gems5.gov.bc.ca)

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Mayor Jon Kingsbury and Council  
3000 Guildford Way  
Coquitlam, BC  
V3B 7N2  
604-927-3000  
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Mayor Joe Trasolini and Council  
100 Newport Drive  
Box 36  
Port Moody, BC V3H 3E1  
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Fax: 604 453-4626  
[www.translink.bc.ca/](http://www.translink.bc.ca/)

## Responsibility for Vulnerability

According to the Canadian Institute for Health Information, motor vehicle collisions are the leading cause of death in children under 5. A small but unacceptable portion of those fatalities involve young cyclists. Is there a legal way to increase driver vigilance, in light of these alarming statistics? The Motor Vehicle Act provides that the rights and obligations of cyclists are the same as those of motorists. While this seemed like a good legislative start at the time, insurers often offer this as a defence to cyclists' injury claims. The thinking is that everyone on the road is equal at law; a kind of legislative dog-eat-dog. Clearly this wasn't the spirit behind the legislation, but insurers are not typically concerned with spiritual intent.

The heart of the problem is vulnerability to injury, and the law's relative silence in that regard. Cyclist's vulnerability has been considered by the Courts, but only as it relates to the cyclists' duty of care, not the motorists.

In a case called Pacheco, a Trial Judge found a cyclist 50% responsible for a collision with a motor-vehicle, largely on the basis that the cyclist ought to have been more vigilant, given his relative vulnerability. That decision was overturned by the Court of Appeal, which held that a cyclist's vulnerability should not increase a cyclist's duty of care to himself or to herself. But

there is still no authoritative precedent for the proposition that motorists owe an increased duty of care to the cyclist, given the risk of injury arising from a negligent act or omission. A few judges have made incidental remarks on the issue of vulnerability in relation to the duty of care owed by motorists, but the legislature has not addressed this subject meaningfully. Whether or not it should is a matter of politics, not law, but the catastrophic consequences of motor-vehicle/bicycle accidents in this country is something which must concern us all.

Legislative reform must reflect the needs of the community. It can take many forms, from the simple addition of more provisions relating to specific conduct, to reversing the onus of proof in accident claims, requiring the motorist to establish no negligence when an accident with a cyclist occurs. The range of choices is enormous - some measures are modest, others extreme. Clearly the growth in interest in cycling must be acknowledged at a political level for the paradigm to shift, but the community as a whole must accept responsibility for the carnage and respond appropriately and reasonably.

*David Hay is a litigation lawyer and partner at RBS Lawyers. RBS Lawyers is a full service downtown Vancouver law firm delivering legal advice and solutions in all areas of practice. The information above is not legal advice. Anyone seeking legal advice should call David directly at 604-661-9250, or send an e-mail to dhay@rbs.ca.*

**Cycling Scenic Scintillatin' Surrey...** This may be the fall issue but it's still a great summer for cycling. There are fresh cycling shoulders on Crescent Road in South Surrey - the paint's hardly dry... too new for cycling signage yet, but there's lots of room. Spend a day with a circuit 'round the peninsula, and bring your swim suit!

## Pesky Traffic Loop Detectors and how to make them turn the signal to green for cyclists by Marion Orser

Often while waiting at an intersection, we note squares, circles and rectangles in the pavement that detect the presence of a vehicle, and allow for a change in the light signal from red to green. It is not always so easy for cyclists. Sometimes we wait and wait and nothing happens, or we get off our bikes to go to the pedestrian signal to change the light.

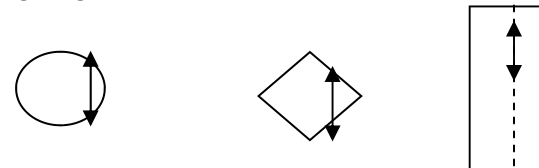
Is this necessary? Usually no. First these signals are not actuated by weight. They are actuated by a loop of wire buried in the pavement of the travel lane near the stop line. This sensor is called an inductive loop and works as a type of metal detector. The wheels of the bike are the most effective bike parts for detection. Even a bike with a non-metallic frame may be detected if the rims are conductive. It is important to position your bike over the most sensitive portion of the loop. There are several common shapes of inductive loop sensors, each with a different "sweet spot" for bicycles.

So where are the "sweet spots"?

On the circle, the sweet spot is anywhere on the outside of the circle.

For the square, Bike Sense [www.bikesense.bc.ca](http://www.bikesense.bc.ca) page 21, recommends positioning your bike on the corner. I have always positioned my bike along one of the sides. The middle is not the place to be to trigger the signal.

The rectangles are the only ones that I find do not always work. It is recommended that you position the bike to the front of the middle line.



All of this is well and good, however often when the road is repaved one cannot see the lines anymore that assist with bike position. Currently the Transportation Association Canada (TAC) is looking at appropriate markings so cyclists will recognise where to locate their bicycle to trigger the signal. It will most likely include a bicycle logo with a line front and back to indicate the appropriate position for the bike. The VACC has a recommended standard for such detectors see [www.vacc.bc.ca](http://www.vacc.bc.ca) 'VACC standards'.

Do notify the appropriate municipality if you find your bike does not trigger the signal. The sensitivity can be adjusted.

### MEET YOUR BOARD

#### MEMBERS



Jack Becker (Treasurer)

With degrees in Engineering and Business Administration, Jack (now retired) has worked in construction and development engineering; transportation analysis, planning, economics, and operations; goods movement; and contract negotiation.

Jack started cycling again in 1990 on the recommendation of his doctor. He moved from exercise cycling to shopping, touring, and eventually commuting, and cycle touring has been an important part of his life.

Jack has been working on cycling issues for 13 years because he believes that people should have the flexibility to choose their mode of transportation. Jack has a particular interest in the economic benefits of cycle touring to local communities.

## MEET YOUR BOARD

### MEMBERS



Colin Brander (President)

Colin works in Information Technology for Parks Canada. Together with his wife Tammy, he is the caretaker of a traffic circle garden, involved in the rejuvenation of the Mount Pleasant area, and on the council of St. Michael's Anglican Church. He enjoys the outdoors, travelling, live music, and Canucks games.

Colin has been cycling since he was 10 years old, has cycle commuted when feasible for over 30 years, and cycled across Canada in 1983. He believes in sustainable communities and transportation choices, and wants to make a difference in the quality of life in the Lower Mainland.

Continued from page 2

not an acceptable solution to us. What has gotten lost in the 20 years of discussion is the reason why improvements were needed in the first place. It was not about vehicle lanes vs. heritage, but about the need to make the narrow sidewalks safer for pedestrians and cyclists.

The VACC advocated for either lane reduction or full sidewalk widening with the elimination of the pinch points. Vancouver City Council has opted to reduce the number of motor vehicle lanes from six to four on a one year trial basis, starting next April, to see what the long term impacts will be. Just like in 1996, I expect to see many more people walking and cycling and that those who continue to drive will adjust their routes and/or timing to reduce any delays. If you ride over this facility, you might want to encourage a co-worker or neighbour to try riding with you. The more of us who ride over this facility, the more likely the trial is to be a success and the more likely this is to become permanent. This will also make it easier for us when these types of debates come up in the future.



Current Burrard St. Bike Lane

Photo: Geoff Rice, City of Vancouver

## Seeking Experienced Cyclists

With more and more cycling improvements on the ground every day, the VACC is expanding its focus to try to get more people riding their bikes safely and confidently more often. Beginning in the spring of 2006, the VACC will be offering an exciting new one-day commuter skills course for new and less-experienced cyclists to give them some basics on using their bikes for transportation.

Right now, we're looking for 24 experienced cyclists with an interest in sharing their skills who might like to teach in the programme. Potential instructors will be required to pass a Can-Bike 2 course this fall (if you haven't already) as well as a one-day training programme specific to the commuter course.

For more information or to apply, contact Bonnie at [blfenton@lightspeed.ca](mailto:blfenton@lightspeed.ca) or 604-734-1385.

## Cycle Touring Through Mexico City by Tania Lo

While Spanish Conquistador Hernan Cortez began his voyage to Mexico City by boat from across the Atlantic, our expedition began by bicycle at the end of the road in South America over 15 months ago. Mexico City (formerly Tenochtitlan) was to be one the largest cities we would cycle through for 21,000 km.

Our last day on the Conquistador's trail would have us climb up the Paso de Cortez (The Cortez Pass) where Cortez arrived at the top of a saddle that sits between the literally breathtaking Popocatepetl and Iztaccíhuatl (two volcanoes, one of which is active), 3685m high. Below was a spectacular view of what was Tenochtitlan. Tenochtitlan was one of the largest cities in the World in its time with 150,000 inhabitants. On March 29th, 2005 we descended upon the Distrito Federal of Mexico.

Arriving into Mexico City, we expected crazy traffic and a concrete jungle, but to our surprise, cycling through the city was literally, a ride in the park. With numerous parks, tree topped boulevards and wide HOV (high occu-

pancy vehicle) lanes, we had room to ride, as well as shade to cover us all the way into the centre. Enroute we admired the magnificent colonial architecture.

The downtown area is built upon ruins of the Aztec Empire which was built over five lakes. A visit to the city centre was equally entertaining, as we spent some time taking in the Diego Rivera Museum, the Palace of Belles Artes, the Cathedral, the ruins of Tenochtitlan, and the Zocolo (main plaza).

After four jammed packed days in Mexico City, we had to make a move for the north where we would cycle the "Ruta de Oro" (the Gold Route). We had less than three months left to cycle back to Vancouver (6000 km) in time for Bike Month! With much anticipation, we were ready for the second half of this fascinating country that lured the likes of Cortez.

Tania Lo is participant of *The Antipodes Expedition: A Cycling expedition from the tip of South America to the tip of North America*. To read more, check out their website at [www.antipodes-expeditions.com](http://www.antipodes-expeditions.com)

## Cycling Around Greater Vancouver



### Lock & Ride

Rent your own bike locker for just \$10 per month available at most Millennium SkyTrain Stations, Ladner Park & Ride, Phibbs Exchange, Sexsmith Park & Ride, King George, Scott Road, 22nd Street and Main Street Stations. For more information on how to rent a locker, call us at 604-453-4500.



### Try a Combo

**Bike & Bus** – Take your bike part way there. Many buses are bike rack-equipped; each rack holds two bikes.  
**Bike & SkyTrain** – Take your bike on SkyTrain, weekdays between 9:30 am - 3:00 pm and after 6:30 pm. On weekends, if there's space, you can go anytime. Be sure to enter through the last door of the train.  
**Bike & SeaBus** – Take your bike on SeaBus any time. SeaBus can carry six bikes per sailing.



### Map it Out

It's easy to get around on two wheels with your TransLink Cycling Map. Pick up a copy at retail locations throughout the Lower Mainland. For a detailed list of vendors visit: [www.translink.bc.ca/transportation\\_services/bikes](http://www.translink.bc.ca/transportation_services/bikes)



## Dreams of a Greenway from Maple Ridge to Downtown by Brennan Anstey

There's no doubt that cycling along a Greenway can be one of the most enjoyable ways of traveling. Wouldn't it be nice if we had a Greenway network that was like cycling highways bringing cyclists efficiently through popular long distance commuting corridors?

Recently in Coquitlam, one of the oldest Industrial developments on the waterfront, the Fraser Mills, has sold off part of its' land, and is up for redevelopment. The developer drew up a draft plan for compact residential with some commercial and light industrial on the side.

This proposition got us cyclists thinking, because if you look at many of the cycling maps (including the City of Coquitlam's Bicycle Network Plan - available on the web: [www.coquitlam.ca](http://www.coquitlam.ca)) there is a dotted line running from Braid station along the Fraser River to the Mary Hill bypass. And from the Mary Hill bypass there is a route (on maps at least) going along the Pitt River to the Pitt River Bridge (undergoing a current proposal for redevelopment, part of the gateway project - draft plan available on the web: [www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca)).

Maps aside, this is already a popular cycling

## Bike Month 2005 in Surrey by Mary Eickhoff

**Cloverdale Family Bike & Safety Fair:** Many thanks to VACC directors for providing the display board for the Fair, and especially to Marion Orser who cycled out and collaborated with Ian Stephen on the display. Attendance was light, as the location was up the hill from Cloverdale Town Centre; however we demonstrated proper helmet fit to parents and children, and distributed bike safety literature. The organizers were impressed with our display and offered to provide us with a higher profile outdoor shelter next year.

**South Surrey Bike Fest 2005:** It was our first entry in this event which has been a Bike Month feature in years past but previously focused on off-road training and compe-

commuter route, even though it is quite treacherous and dangerous in sections. The City of Coquitlam has already earmarked much of the riverfront (now old industrial) to be acquired as park. And with the industrial waterfront slowly undergoing redevelopment over the next 10, 20 or 30 years, why not set up a Greenway?

It would connect to the existing Central Valley Greenway at Braid station, making it possible to cycle from the Pitt River Bridge (between Port Coquitlam and Maple Ridge), past Mary Hill, past Braid Station, all the way to Science world, on a relatively flat, straight, green and beautiful route.

Ahhh, a Greenway along the two rivers (Pitt and Fraser) connecting up to the central valley. I encourage others to dream with me, with enough dreaming and determination the dream may come true.

To share or comment on the dream, contact Brennan Anstey at [brennan\\_anstey@hotmail.com](mailto:brennan_anstey@hotmail.com) or 604-937-5155

tion. This year Randal Klassen, Manager of the South Surrey Athletic Park, invited the VACC to assist in introducing on-road bike safety skills for children. Our good friends at LifeCycle presented their usual high-quality and well-maintained bicycles and helmets and clearly marked course, complete with "Tow Bug". David Oglesbee was champion at helmet and bike fit and entertaining the kids as they waited their turn. Marion interpreted the display and provided advocacy and general cycling recommendations. Congratulatory messages from Randal Klassen, City of Surrey, Jim Richardson of SORCE, and Martin Prestage of LifeCycle assured us that they want to repeat and expand the on-road event in 2006.

## Bike Month 2005 by Bonnie Fenton

Bike Month 2005 is past and we'd like take this opportunity to let you know about the work that VACC volunteers have done on your behalf.

This year, the VACC worked with LifeCycle on a bike safety rodeo in Surrey, giving dozens of kids a hands-on lesson on cycling safety. (See page 6.) Our portable display and information tables offered opportunities for public education and outreach at pancake breakfasts in Vancouver and New Westminster, at farmers' markets in Vancouver and Coquitlam, at Canada Day on Granville Island, at the Sapperton and Stanley Park Bike Festivals, at Uni-verCity on Burnaby Mountain, and the alternative transportation workshop in Coquitlam. Bike Film Night was a sell-out and, as always, a lot of fun (despite the ugly weather).

Special recognition goes to the North Shore VACC (and particularly to organisers Dave Perfitt, David McKee, Helen Kissinger and John Fair) for hosting the Lower Mainland's first Bike to Work Week. With stations set up at Bowen Island, the Iron Workers' Memorial Bridge, Lonsdale Quay, and the Lions' Gate Bridge, VACC volunteers encouraged, informed, and fed dozens of cycle commuters on their way to work.

It was also encouraging to note that those who stopped to talk seemed much more aware of local cycling issues than in past years. Our message seems to be getting out and our work paying off.

As always, none of this could have happened without the hard work of our VACC volunteers. To all of them, we'd like to offer a huge thank you. Their knowledge, enthusiasm, good humour, and good sense were, as always, much appreciated. They are:

Allan, Andrew, April, Bobby, Bonnie, Brennan, Brian, Chris, Claudia, Corey, Dave P., David M., David Mc., David O., Ed, Fulton, Gavin, Gertjan, Helen, Ian, John, Leslie, Lisa, Luis, Mariko, Marion, Mary, Matt, Mike P., Mike V., Pat, Polly, Robert, Sheree, Tannis, Thom, Trent, Ursula, and Yolanda.

A special thank you to our generous donors:

City of New Westminister, MarketPlace IGA, Mountain Equipment Co-op, Raincoast Books, Vancouver Symphony Orchestra, Greater Vancouver Zoo, Bard on the Beach, Ann-Marie's Incredible Goodies, BC Royal Museum, Playland, Burnaby Village Museum, Maritime Museum, and Better Environmentally Sound Transportation.

Although Bike Month is a big focus for the VACC, we don't want to disappear until next June. If you know of any events that you think the VACC should be involved in - advocacy-related, educational, social, or other - anywhere in the Lower Mainland, please let us know by contacting [info@vacc.bc.ca](mailto:info@vacc.bc.ca).

### Tailwinds

- To the City of Vancouver and the contractors for the new downtown Costco development for maintaining the bike lane during the construction period and for the flag people for being considerate of cyclists.
- To TransLink for relaxing the rules for Bikes on SkyTrain as of August 15, albeit on a trial basis.
- To the City of Vancouver for the Burrard Bridge bike lane trial, which if it works well, as it likely will, will save the city \$11 million.

### Headwinds

- To motorists (and cyclists) who go around traffic circles the wrong way and endanger others. Don't be lazy, it takes only a few seconds to go around correctly.