

Issue 39

Winter 2008



With this Edition of The Urbane Cyclist we look at Insurance and Safety issues, cycling and bridges, and Bike to Work November!

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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

Improving Safety For Cyclists? Time for a Taskforce! by Rob Brownie

One of the many functions of the VACC is to advocate for a safer urban environment for cyclists to ride in whether you are a commuter or ride for pleasure. In addition to promoting the need for better infrastructure we strive to raise the bar when it comes to educating the public on how to share the road wisely. This requires that cyclists exercise due caution and ensure that both the rider and bicycle are adequately equipped for a wide range of conditions. Drivers, of course, also share the responsibility for safety awareness but it is the inherent disadvantage that cyclists face when in an accident with a car that has a number of VACC members wondering what else can be done to make cycling safer once we strap on our lights, reflectors and a helmet, and follow all of the rules.

Recently the VACC Board has formed the Cycling Safety/Driver Awareness Committee to explore this problem on a number of fronts. Here is a summary of our present tasks:

- assess existing driver training and taxi licensing programs for cycling content and determine how to advocate for changes to these programs.
- research law enforcement trends and cycling awareness campaigns in other jurisdictions and how we can overlap efforts with other cycling groups.
- make contact with ICBC to determine how accident statistics involving cyclists affect driver training and public education programs.
- make contact with the Vancouver Police Department to determine how cyclists can best prepare themselves in the event they are in an accident or have been put in danger because of unsafe driving practices.

If you would like to get involved with our task force or have thoughts on how we can be more effective you can contact me at robrownie@shaw.ca. In the meantime please enjoy this issue of The Urbane Cyclist which includes articles on insurance options, Bike to Work November and recent improvements to cycling routes on Metro bridges.

*post and ring bike parking on Main St.,
Vancouver*

photo: Rob Brownie



The Urbane Cyclist

The Urbane Cyclist

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necessarily those of the VACC

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MEET US

The VACC Board meetings are open to all interested in bicycling in Greater Vancouver. We generally meet on the first Wednesday of the month at 6:30 p.m. Phone **604 878-8222** for details. 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

GOT SOMETHING TO SAY?

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

Submissions may be sent to:

The Urbane Cyclist:
newsletter@vacc.bc.ca

We reserve the right to edit submissions for clarity and length.
(Next Deadline: January 20th, 2009)

Reporting Vehicle Traffic Concerns in Vancouver by Kari Hewett

Many of us encounter unsafe, illegal vehicle driver behaviour as we cycle on the streets and bikeways of the Lower Mainland. It may be by witnessing yet another driver run a red light or stop sign with little direct personal impact, or it could involve an immediate, often frightening threat to our own safety.

Until recently, people in the city of Vancouver were able to call these incidents into ICBC and/or the Vancouver Police Department's (VPD) non-emergency line and have the data logged. My attempt to phone in a report to the latter at the end of September resulted in a frustrating refusal to take information, which I followed with a letter to our Mayor and Council and local media outlining the problem of having nowhere to record these dangerous incidents. Vancouver Courier staff writer Cheryl Rossi quickly reported on the situation (3 Oct 2008) and Vancouver City Councillor Suzanne Anton (also liaison to the city's 'Bicycle Advisory Committee') contacted VPD Chief Jim Chu.

By early October, the VPD had delegated an on-going liaison in its Traffic Section for cyclists and others to contact directly with reports on specific incidents: Acting Staff Sergeant Grant Meeres. An avid cyclist and native Vancouverite, Meeres is part of a Traffic Enforcement Team that works to address the numerous vehicle problems in our city. Sgt. Meeres outlined the details needed to make a useful report to the VPD; these will be required to file your concern most effectively in any situation:

- license plate number (indicate BC, or other)
- vehicle type (model, colour)
- driver description (male/ female, approx age)
- location (intersection/adjacent street address)
- time
- date
- description of incident: what happened, direction of travel, etc.

IF the driver appears to be an immediate danger to themselves or others (impaired, excessive speed, etc), call 911 right away! If a police unit is available, they will try to locate the vehicle and driver.

For all other less urgent, specific incidents involving regular motor vehicles, taxis and/or commercial vehicles, the best method for filing your report is to send it by e-mail within the first few days to: vpd@vpd.ca, put the phrase 'Traffic Complaints' into the subject line area, and include the above details in the message. Your concern will then be forwarded to A/S Sgt. Meeres, or whomever is available to follow-up. The officer will try to find out who the driver is, and then contact them by phone or letter to advise them of the problem. If you do not have access to a computer after the incident, you may also leave details in a telephone message at **604.717.2988**

The Urbane Cyclist

See Me, Don't Feel Me

by David Hay

One of the most common allegations of negligence in a standard Supreme Court Statement of Claim arising from a bicycle/motor vehicle accident is "failure to keep a proper look out". The law derives its meaning of "proper" from the concept of the "reasonable person." That person, to whose legal standard all of us are held, is a useful fiction – a device employed by Judges and sometime Juries to tell all of us how we need to behave; i.e. properly.

In many cases involving motorists colliding with cyclists, the negligence is obvious. If a motorist didn't see a cyclist because he or she simply didn't look, liability should rest wholly with the Defendant motorist. But it is a rare occurrence for a motorist to make this admission, particularly after a review of events with his/her insurer. It is more common to hear something along the lines of "I looked but didn't see anyone", or the surprisingly commonplace "he came out of nowhere." These explanations often inspire a degree of indignation, particularly in the injured cyclist. And while it is a legal truism that under the Motor Vehicle Act a cyclist has the same rights and duties as the driver of a vehicle, cyclists are not well advised if they are told that they are on the same legal footing as cars when it comes to a driver's duty to keep a "proper" lookout.

Let me put this another way. In my respectful view, a cyclist who does not see a fully lit car at night under rainy skies will generally be regarded as more culpable than a driver who doesn't see a fully lit cyclist under the same conditions.

I wish this were not so, but it is a social predisposition. In some circles the term would be "prejudice"- which influences the outcome of any legal process wherein the cyclist is regarded as more vulnerable than the driver of a car. British Columbia's highest court has held that cyclists do not owe an increased duty of care based on vulnerability. Unfortunately, that has not, in my experience, translated into equality in the mutual awareness club. Cyclists are still somehow held to a slightly higher standard.

Part of the problem is evolutionary- quite simply there are not enough cyclists on urban streets to condition an increased awareness of their presence, and cases involving bike accidents reflect the imbalance. Drivers are not held to a standard of perfection when it comes to awareness, particularly at night. Considerations of what is proper on the part of the reasonable person generally involve an objective and subjective test. What should the reasonable person, in the shoes of this driver, have seen or expected on the roadway at that hour? Assessment of liability for an accident involves weighing of all of the evidence, and an application of the statutory rules and common law principles to that evidence. The onus to prove negligence is on the injured cyclist (loyal readers will recall my view that this onus should be reversed). The onus is met by showing that the driver's awareness/ lookout fell beneath the standard of the reasonable person, in view of all of the circumstances of the accident. If the driver's awareness or lookout is found to be sub-par, liability for damages will follow.

Given the potential for harm, one would think motorists would be held to a high standard of awareness of cyclists. Lamentably, this is not always so. My general advice then, as we approach winter, is to emulate a Christmas tree. In 20 years I have never seen a cyclist faulted for being too bright.

David W. Hay is a litigation lawyer and partner at Richards Buell Sutton LLP.

(The information above is not legal advice. Anyone seeking legal advice should call David directly at 604.661.9250 or email him at dhay@rbs.ca for a free consultation.)

Insurance and Cycling

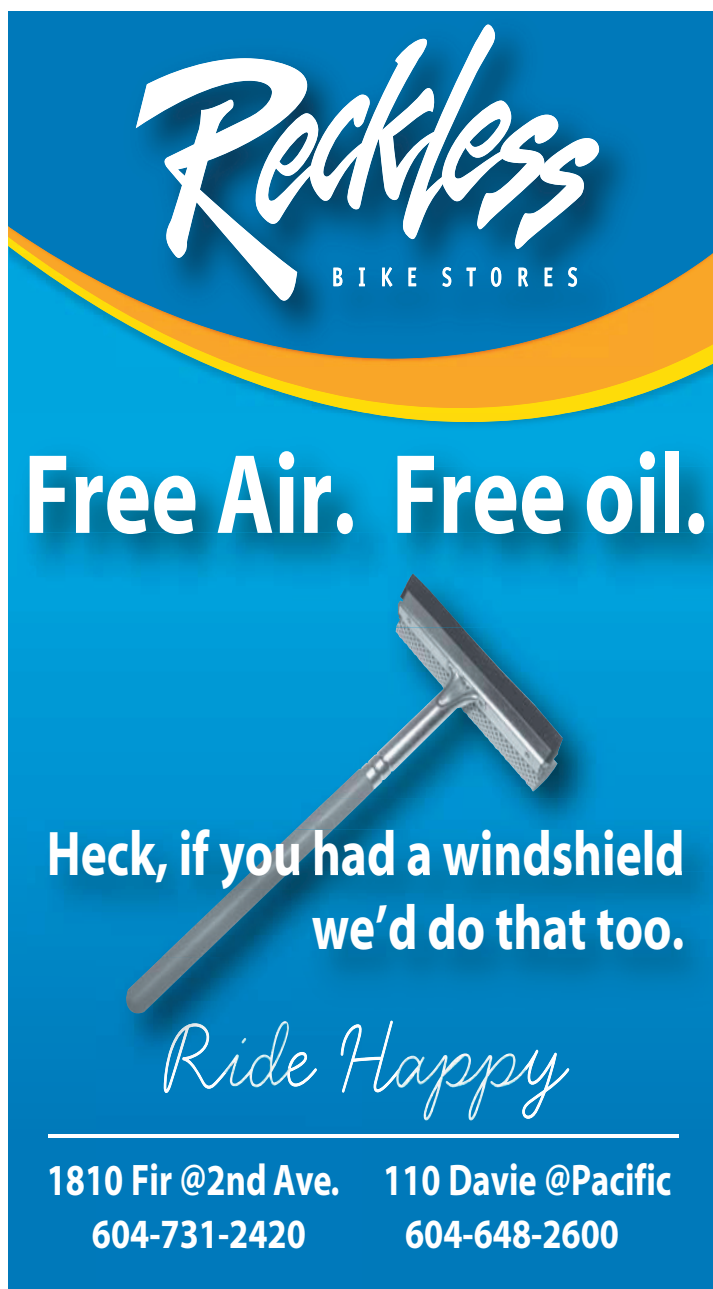
by John Burgess

Even if it wasn't the law, I would be reluctant to drive a vehicle without insurance. The financial burden of an accident would surely be crippling. While cycling to work recently it occurred to me that my need for insurance is no less important while riding my bike. The more I thought about this I became quite uncomfortable, realizing I had no idea how I would pay for a major accident causing personal injury involving my bike. The question became, what kind of insurance do I need and where can I buy it?

If an accident is caused by an insured driver, I expect their insurance should cover my injuries. But a lot of accident scenarios don't fit that neat pattern. The other person might be driving without insurance, or he/she might be a pedestrian, or (please no!) a cyclist. I need my own insurance to cover damage or injury inflicted on me by a third party. Then again, supposing I am at fault in an accident, an injured person might sue me. I need insurance to cover my liability to third parties. So where can I buy insurance to cover these situations? I asked around and got lots of advice, some of which is conflicted!


Although we don't realize it, many of us already have insurance to cover injuries inflicted by someone else. If you or the head of your household possesses a valid BC driver's licence, even if neither of you owns a vehicle, limited coverage is provided automatically through Autoplan under the Motor Vehicle Act. If you are injured in a crash caused by a motorist who does not have sufficient insurance, so long as either you or the head of your household is an Autoplan policy holder, the Underinsured Motorist Protection on your Autoplan policy covers you. If you do not have a BC driver's licence, do not own or lease a vehicle, and do not have coverage under another household member, you can purchase an Underinsured Motorist Protection Autoplan policy to get coverage. Third-party liability worried me also until I heard that the third party liability clause in my home insurance policy covers me for up to \$1 million third party liability and I don't have to be at home to claim it. If someone sues me for something I did to them, anywhere in the world, this policy covers it. Sounds great, but a number of questions remain unanswered.

First of all, many cyclists are neither car drivers nor homeowners. They can purchase Underinsured Motorist Protection, but where do they go for insurance to cover third-party liability? Secondly, we are constantly reminded that traffic law gives cyclists the same rights and responsibilities as other road users. Apparently,



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bikes are vehicles, yet the Autoplan insurance I pay every year, with third party liability coverage, does not cover me while riding my bicycle. It seems strange that as soon as I get out of my car and on my bike, my Autoplan insurance is worthless. Finally, automatic coverage provided by Autoplan through the Motor Vehicle Act applies if your house or your body are hit by a passing car, but only if you have a valid BC drivers licence!

Each day on the street I get a little older and a lot wiser. The bottom line is it's up to me to ride safe, take every precaution, think ahead, be visible, be predictable, be wary, and DO NOT make sudden moves in unexpected directions.

Green Skyline Tours – by Bike!

by Maggie Wojtarowic

Over 3 days this September, the VACC lead guided bicycle rides for participants of Cascadia Green Building Council's "Green Skyline Tours" – an annual showcasing of the regions most innovative green buildings. The VACC's greatest success was introducing event participants to the joys of commuter cycling as a viable transportation option – rain or shine while on the tour.

The fun began with fearless Lisa braving a major downpour while riding up to UBC's compost facility and still managing to recruit a new Commuter Cycling Skills course participant. Another highlight was viewing UBC's C.K. Choi building, famous not only for its completely "normal looking" compost toilets, but also for the way grey water (from bathroom and kitchen sinks) is treated within a narrow landscaping strip between the building and the sidewalk.

The weather improved for our next guide, entrepreneurial Mary, who signed up two of her riders to full VACC memberships (instead of just collecting their toonies for the one-day memberships). Also a natural competitor, Mary led her cyclists over 50 city blocks to the next tour destination ahead of the car-driving group. (Rumour has it the "drivers" got hopelessly lost – probably because it's more difficult to ask for directions when wearing a ton of steel than if just wearing a helmet!) One BCIT student dusted off her bike after 7 years just for this ride, and braved the downtown Friday afternoon traffic like a pro!

The impressive passive heating and cooling strategies of the green buildings we toured used the thermal mass of concrete and large atriums, rather than mechanical systems and in-ceiling air ducts, to provide thermal comfort to building occupants. A brilliant solution to the most common complaint of an open-concept design (noise!) was the installation of ventilation slots above doorways, just wide enough to stop voice waves.

On the final tour, Lisa and Fulton enjoyed perfect weather, over-subscription, and additional solo cyclists who joined along the way, making the ride all the more social. One of the riders, my construction manager friend, who has never dared to venture out on a bike beyond the seawall, now has some road cycling experience under her belt. Oh yes, my protégé also got a quick lesson in putting her bike on the bus rack!

An unfortunate deficiency of most of the green buildings we visited was inadequate bicycle parking (notwithstanding one offer of a bike rack – but behind a construction fence, preventing all access to it!) Green buildings still need some pushing uphill, but we're getting there.

Warm "Thanks!" to Lisa Slakov, Mary Sherlock, Lis Jang, Fulton Tom, and Arno Schortinghuis, who made these successful rides possible! "Thanks!" to Jessica Wooliams of Cascadia for offering up this partnership opportunity to VACC.

The Urbane Cyclist

Tailwinds

Has everyone seen the lovely new post and ring bike parking facilities on Main Street? They are lovely?! Thanks to the Main Street Showcase funding made available by the Federal government and TransLink.

Mary Sherlock/ Ron Richings

My vision is that New Westminster, in all further work on bicycle routes, will use well placed detour signs, causing the least inconvenience possible for those using active transportation, and thereby will encourage more users to include cycling into their lifestyle.

Marion Orser

Cyclists Need Safe Crossing of the Burrard Bridge by Arno Shortinguis (and others)

Vancouver is seeing an impressive growth in the number of people walking and cycling, and a corresponding decline in the number driving. The Vancouver Area Cycling Coalition (VACC) is calling on the City of Vancouver to address the reality of urban commuting and show bold leadership in the fight against climate change by immediately implementing a trial reallocation of two traffic lanes (one lane in each direction) of the Burrard bridge to cycling.

The Burrard Bridge is a vital connection to the downtown core used by pedestrians and cyclists as well as motorists. The dangerously narrow and substandard 2.8m sidewalks are not suitable for the high number of Vancouver residents who travel daily across the bridge by foot or bicycle. Under current conditions, pedestrians are forced to cross the path of cyclists, and cyclists are required to slow down to 15km/h, limiting the efficiency of the bridge for environmentally sound commuting.

Between 1996 and 2006, the number of Vancouver residents who walk or cycle to work increased by nearly 2,000, while the number driving decreased by over 2,000. Car traffic will decrease even further with the opening of the Canada Line, which promises to replace up to 10 lanes of motor vehicle traffic.



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We have waited many years for the city to address cyclists' needs on the Burrard Bridge. The city has failed to do so, and in those years, several cyclists have been seriously injured when knocked off the bridge's narrow sidewalks. The VACC does not find acceptable any further delay by the City in answering the needs of its residents. With the ever-increasing amount of pedestrian and bicycle traffic on the Burrard Bridge, the reallocation of two full lanes is required to create enough space for pedestrians and cyclists to pass without conflict. Only a two-lane reallocation, or the less desirable option of widening, will accommodate the present and future non-motorist traffic flow across the bridge.

However, with the price tag for widening of the bridge increasing to over \$30 million from \$12 million two and a half years ago, lane reallocation has become not only the more environmentally sound, but also the fiscally wiser choice.

As the city has not included funding for widening in the Capital Plan, lane reallocation is the only option that the City can follow in the next three years unless additional funding is obtained from the provincial or federal governments. Given that provincial funding for cycling in the whole province for the next three years only totals \$31 million, the City might have a hard time convincing the province to provide the additional funding required for widening the Burrard Bridge. In any case, a trial would strengthen the case for funding to widen the bridge on the off-chance that reallocation proves to be unworkable.

A trial two-lane reallocation of the Burrard Bridge to cycling lanes provides the city with a sound opportunity to take the next step in moving Vancouver towards a sustainable future.

Work with the VACC

To become involved, please contact:

<input type="checkbox"/> Burnaby	Luis	604 431-6658
<input type="checkbox"/> Delta	Carol	604 943-3412
<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"/> Bikes on Transit	Jack	604 681-5744
<input type="checkbox"/> Surrey/White Rock	Gordon	604 535-2513
<input type="checkbox"/> Tri-Cities	John	604 469-0361

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

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Mayor Wayne Wright

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City of Vancouver

Mayor Sam Sullivan and Council

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mayorandcouncil@vancouver.ca

TransLink

Chair James Bruce and Board of Directors

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Burnaby, BC V5H 4N2
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www.translink.bc.ca/

Refer to our website for more contact information.

MEET YOUR BOARD

MEMBERS



Ken Ohrn

Ken is a former Canadian Forces fighter pilot and a Certified Energy Manager with two Engineering degrees. He has worked in information technology in the airline business and has run a technology consulting business focussing on information technology and energy management.

Ken strongly believes that cycling will and should become more prevalent in our mix of transportation options as fossil fuels become more expensive, less desirable, and less available. He feels it's up to organizations like the VACC and its partners to help prepare the Vancouver area for continued growth in cycling.

Ken started cycling for recreation, and then to run errands around town and to support his avid interest in photography. As he puts it: "I realized there was probably a lot to learn about urban cycling so I took the VACC's Commuter Cycling Skills course. I was so impressed by it that I joined the organization."

Cycling across Fraser River on the New Canada Line Bridge

by Jack Becker

On September 18th, Richard Campbell, Arno Schortinghuis and I were invited to join TransLink, Cities of Vancouver and Richmond, and Canada Line staff on an inspection walk of the new bike deck on the Canada Line bridge crossing the North Arm of the Fraser River, connecting Vancouver to Richmond. We were not allowed to cycle it as there were still a few sections of railing to be installed, so we walked it instead.

When the bike deck opens cyclists will be greeted with a fine crossing, partially protected from the rain with the overhang of the trainway above and fully protected for winds from the east. While the deck exceeds our expectations, it is a far cry from the original plans that TransLink showed us. It will be up to cyclists to make good use of the crossing whether they are on their way to work, to the airport, to downtown on the Cambie bike lanes, or on the way to the Tsawwassen ferry dock. For transit users, cycling across the bridge will save the price of a second zone on their monthly pass. It is now time for motorists to revisit their trips to work, leave the car behind and cycle across the bridge to the transit stop.

This represents the climax of a long battle to get this crossing built. To see it now is fantastic. The day before the TransLink Board decision way back in time, Richard and I talked on the telephone about the presentations we would be making. We felt that we were going through a major process. Our chances of getting the Board to reject staff recommendations against building the deck seemed so small, but with the participation of cyclists throughout Metro Vancouver, we had undertaken a classic advocacy campaign.

Up front we had Richard representing BEST and myself on behalf of the VACC. Behind us was a throng of cyclists phoning and sending e-mails to their mayors and councillors, talking to provincial MLA's and federal MP's. In the end, TransLink Board spent an hour on the decision, the longest time they had ever spent in a public debate on any agenda item. With leadership from the TransLink Directors from the City of Vancouver and with the support of the Mayors from North Vancouver, Port Moody, and Richmond, the bike deck was approved.



photo: Richard Campbell

The Urbane Cyclist

The VACC and Best began this process long ago when attending public hearings on the question of whether the Canada Line should even be built. The VACC had a working grouping in place which brought forth an extensive paper on how to create a seamless integration of cycling with the Canada Line. Many presentations were made to City staff, to TransLink staff, to politicians, to TransLink and RAV Line Board.

However, it did not stop there. Richard and I were called to many meetings behind closed doors, going over design options and providing a cyclists' perspective. We now have results. It is much better than what we had expected. We need to thank TransLink staff who kept the lines of communication open and pushed forth the cycling interests. Of course, as true advocates, we came up with a list of improvements while on our inspection walk. Despite that, cyclists will enjoy the river crossing.

But the end of advocacy is not here yet. We will need to continue with our call for a proper north side landing of the bike deck. The VACC had requested from the beginning that there should be a level landing north of SW Marie Drive but now it will be at Kent Ave. Cyclists will need to do a climb up to SW Marine Dr. and then cross that terrible intersection. The bike deck is supposed to be completed by now or very shortly. We will need to call on all cyclists again to send letters to TransLink Board calling for the immediate opening of the bike deck. TransLink seems to want to delay the opening until all matters of operation are finalized. If this was a car crossing, it would have been opened months ago. So why not follow the same practices for cyclists? Let them know of your thoughts. The VACC justified the \$10 million dollar expenditure on a throng of cyclists using the bike deck. Now we need to ensure that they will come, that people will forsake their cars and cycle across the bridge to their destinations. It is time to start the advertising campaign now

Queensborough Bridge and Overpass Update

by Andrew Feltham

(On Sept 27th, Transportation Minister Falcon hosted a ceremony to mark the completion of the cycling interchange at the north end of the Queensborough Bridge. This entire project, including widened sidewalks on both sides of the bridge would not have happened without the diligent efforts of Andrew Feltham, Marion Orser and others on the VACC New Westminster Committee. This is a truly outstanding achievement. Andrew Feltham issued this press release to mark the occasion.)

The new pedestrian and cycling facilities on the Queensborough Bridge and their accesses represent a tremendous improvement over the sorry sidewalk which served those cycling or walking over the bridge prior to the work done by the Border Infrastructure Program (BIP). The new bridge sidewalks now include a significant barrier protecting sidewalk users from traffic, an improved railing to the river and an increase in path width such that two bikes can now pass without dismounting. Sidewalks are now open on both sides of the bridge. In addition to the bridge sidewalks, the new facilities accommodate cyclists safely and comfortably travelling through the Queensborough Exchange, which happens to be situated at the confluence of five major bike routes. Integrated into the maze of new roadways is a system of bike lanes and ramps allowing cyclists to pass through the Highway Exchange without interacting with traffic. It is a true cycling interchange, possibly without equal in the Lower Mainland.

The VACC would like to acknowledge the support of the Mayor and Council of New Westminster, former MLA Joyce Murray, and the many residents and community groups, cyclists and pedestrians who helped lobby to have these facilities included within the scope of the BIP's Queensborough Exchange Project. Finally the VACC would like to thank the members of the BIP's stakeholder consultation team who listened carefully throughout the design phase of the project and have truly delivered a quality facility.

Get ready for Bike to Work Week...in November! by Mia Kohout & Jodi Peters

From November 17th to the 23rd the Vancouver Area Cycling Coalition wants you to participate in Bike to Work Week. Rally up your team and get everyone ready to log their commutes on the VACC website for a chance to win prizes. Some of you will be lucky to find a commuter station near your workplace and find the VACC out on the streets during rush hour, encouraging those cyclists who are making a year-round effort to bike to work with hot coffee, tasty treats, draw prizes, bike mechanics and more. This is a great opportunity to encourage more year-round cycling. We hope you'll participate.

Bike to Work Winter Tips

- Fenders – get your local bike store to install them. Simple and affordable.
- Sign your workplace up for a winter riding workshop. Call 604-878-8222 to book one today!
- Stay warm and dry. Try waterproof pants, jacket and gloves (or a dollar store poncho/rain cape), a head cozy and/or hood under your helmet, ear warmers, waterproof shoe covers (plastic bags will do in a pinch).
- Layer – avoid cotton next to your skin, try quick drying, insulating fabrics like polypropylene, silk or wool.
- Find a place to hang your wet clothes at work so they will be dry when you go home.
- Be visible – reflectors, vests and lights, lights, lights! LED lights are bright and last a long time. Small turtle or blinkie lights are cheap and easy to clip on/off.
- Use waterproof panniers (or line your regular ones with plastic bags).
- Stainless steel coffee thermos – for a warm drink on a longer ride!
- Join your regional cyclist discussion group (www.vacc.bc.ca/advocacy), Post any question you have about safe routes/winter hazards. Someone will answer it!

Register your workplace online at vacc.bc.ca. For more information please call 604-878-8222.



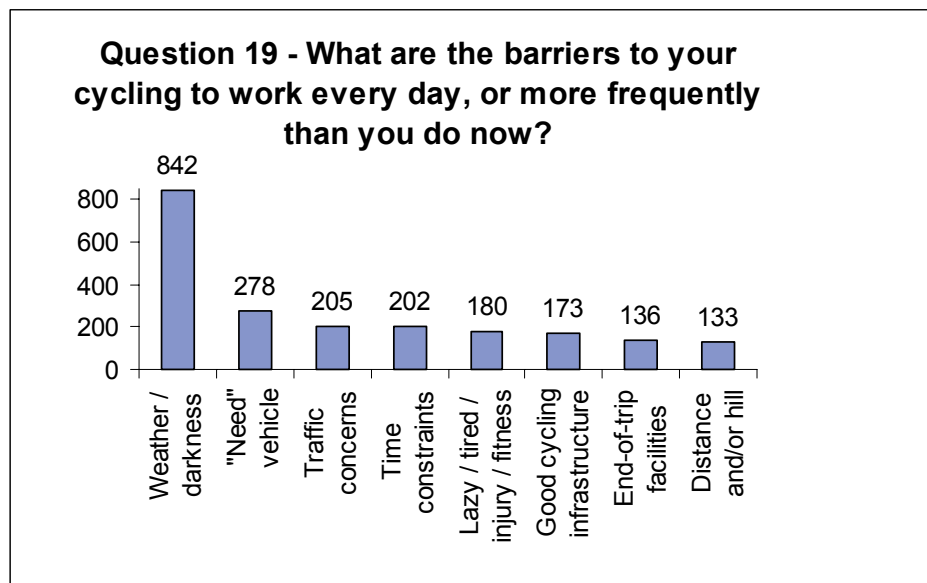
Bike to Work Events Calendar

	Monday November 17 th	Tuesday November 18 th	Wednesday November 19 th	Thursday November 20 th	Friday November 21 st
AM 6:30am – 9:30am	Lion's Gate Bridge N.W. Vancouver *Northwest pullout	Burnaby Station Burnaby Urban Trail – Gilmore at Home Depot (just north of the railway tracks)	10 th and Cambie VanCity plaza		Ontario and Broadway
PM 3:30pm – 6:00pm (except Friday)	Cambie Bridge - Downtown Vancouver North west corner of Expo Blvd and Smithie.	Surrey Station Patullo Bridge Southwest cyclist approach	Adanac bike route Union and Main (Across from Jett Grrl)	Richmond Station Thompson Community Centre – 5151 Granville St. (just west of Lynas Lane).	Wrap-up and Warm up Party! Entertainment Science World 4 – 7pm Under the gazebo in Creekside Park. Momentum Issue 36 Launch Party 8pm – until late Location TBA "Celebrate the launch of Momentum's November Bike to Work issue"

May Bike to Work Results

by Maggie Wojtarowicz

In this issue we are including results of one of the many questions from the May Bike to Work survey... we will provide a more extensive summary of the data in the next issue of The Urbane Cyclist. The responses to question #19 suggest it is a good time to think about investing in good winter gear...



VACC Vancouver/UBC Committee- What are we up to?

by Lisa Slakov

The Vancouver/UBC Committee just kicked off the fall season with our October meeting in which we discussed and hammered out the priority issues that we see our group focussing on in the next year. These issues are as follow:

- "Our Expectations for Cycling in Vancouver" - create a position paper for cycling advocacy.
- VACC Membership Increase - work with the VACC Membership Committee to significantly increase our membership base.
- Bike Route Criteria and Advocacy Strategy - define a set of criteria that all new and existing bike routes should meet and create a strategy to ensure that these criteria are being met on Vancouver routes.
- Motorist Awareness of Cyclists and Violation Enforcement - work with VPD, ICBC, and others to address Vancouver cyclists' traffic safety concerns on the road.
- Bike Parking - advocate for more and better bike parking in Vancouver.

Major Projects:

Central Valley Greenway - work for appropriate completion of this project

Burrard Bridge - work for a trial reallocation of two traffic lanes for cyclists

Arbutus Corridor - work to develop into a bike corridor

Bike Share for Vancouver - work to bring to fruition

Car Free Streets - encourage temporary and permanent street closures to motor vehicle traffic

The committee is very keen to bring each of these issues to the forefront and create change. Consequently, we have people working on the priority areas who would be delighted to have YOUR involvement if you see an area on which you'd like to work. Please contact Lisa at lslavkov@telus.net or 604-732-5803 if you'd like more information.

Bike Parking Update

by Rob Brownie & Karen Parusel

The Transportation working group of the Vancouver Public Space Network is moving forward into the advocacy stage of the Bike Infrastructure Project. The working group has decided on the recommendations to present to the City of Vancouver, and is refining the final drafts of its report. The VPSN will be requesting a presentation to City staff this fall, with the support of local bicycle advocacy groups including the VACC. The report includes maps of key streets - essentially "snapshots" of bicycle parking demand in comparison to existing resources. Key recommendations include conversion of car parking spaces to bicycle parking (also known as Bike Corrals) in dense commercial and retail areas, as well as an increase in Post-and-Ring or Inverted-U racks along streets. The VPSN hopes to increase safety, convenience, and visibility of bicycle parking to meet and facilitate increasing demand. In addition, the VPSN hopes that introducing bicycles corrals will help legitimize the presence of bicycles on the roadway.

The Urbane Cyclist

Letters to the Editor - Responses to Headwinds, Fall 2008

Hi, thanks for the work you are doing and pulling together a newsletter to keep us informed. I would like to comment on the Fall 2008 "Headwinds" bit on the Ironworkers Bridge.

I've been taking this bridge since before they put a barrier up between the cars and sidewalk. It has always been a bit uncertain who was going to yield when two cyclists meet, until the highways department finally put up signs at each end. They guide cyclists who are going against the 'proper' flow (that is, with direction of car traffic) to yield. This does simplify things (eg. who yields at the crest if applying the downhill yield to uphill rule?) and ensures that even new users understand the etiquette. However, there remain a variety of interpretations on the rules of use. Mountain bikers generally believe that uphillers yield to downhillers. Others believe cyclists shouldn't go against the flow of traffic at all. This way people with child trailers can use the bridge safely. I don't care which rule applies, just as long as we all play the same game. The signs help communicate that, and advertising other ways just further confuses the issue.

Finally, if a slow cyclist is holding up others going uphill in the south-bound direction, they should pull over to let people pass. It takes 5 seconds, and doesn't force someone to stare at another's butt for five minutes.

Jiri Hornburg

"To the bicycle riders who are unaware of the right of way on the Ironworkers Memorial Bridge..."

Is there actually a right of way? I would like to see the right of way formalized to be the direction of travel with adjacent motorized traffic. The sidewalk is far too narrow for travel in both directions, and too many cyclists ride counter to what the direction of flow should be (northbound on east side, southbound on west side). This can lead to aggravation, insults and conflict between cyclists. Granted, this could be because travel options at the exit of the bridge are a real mess, due to a lack of bike facility planning. For example, if you are in North Van and need to be in North Burnaby, it does make sense to take the east sidewalk (counter to suggested right of way) because this lets you out near the top of the hill closer to Burnaby (you don't have to climb back up the hill).

"Uphill cyclists have the right of way..."

This may be true in situations where two vehicles approach each other on a single-lane mountain road. However, I would suggest that the cyclist travelling in the designated direction of travel (see above) should ALWAYS have the right of way regardless of incline. Therefore, if a cyclist needs to ride against the designated flow, he is welcome to do so, but must stop and yield the right of way to any cyclists proceeding in the proper direction. I think this is fair enough. I always take the sidewalk to the right, and I always assume I have the right of way regardless of incline. I leave it to the civic authorities to make some much-needed rules to protect cyclists from harm...

Luis Bernhardt

The Urbane Cyclist

New Bike Lockers at Metrotown

TransLink has new bike lockers at Metrotown SkyTrain Station available for rent. At \$10 per month, bike lockers are a great deal if you are looking for a safe and dry place to store your bike and an easy way to integrate your commute with rapid transit. To rent a locker, you can fill out a locker request form on the TransLink website or contact C-Media at info@cmediaoutdoor.com or 604-924-1076. For more bike locker locations at SkyTrain stations, visit the TransLink website. For bike lockers at West Coast Express stations, call West Coast Express Customer Service at 604-488-8906 or 1-800-570-7245 (Mission).

Volunteer Opportunity- Newsletter Drop-off!

We are in need of people to help distribute the Urbane Cyclist in your neighborhood. If you are looking for a way to help your VACC and want to get out and meet people in your community, please drop us a line and let us know if you would be willing to help out. Count on an hour of volunteer time every three months! Please contact Rob at robro@shaw.ca for more information.

Momentum Subscription Discounts to VACC Members

VACC members are now eligible to purchase subscriptions to Momentum magazine for the low price of \$15 which gives you \$5 off the regular price and as a bonus, Momentum will donate \$5 to the VACC! Use the following link to get your first issue of Momentum:

<http://www.momentumplanet.com/node/2614>

Please mail this form and a cheque to:

VACC Memberships: City Square, P.O. Box 47068, 15-555 West 12th Ave., Vancouver BC V5Z 4L6

Make cheques payable to: Vancouver Area Cycling Coalition

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I would like to get the Urbane Cyclist quarterly newsletter	<input type="checkbox"/> by email (to save paper and postage) <input type="checkbox"/> I need or really prefer it by mail	
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Each additional membership at same address	\$5	
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