

Issue 40

Spring 2009



SAVE THE
DATE!
VACC AGM –
March 28th
Location TBD

With this issue, we
highlight some of the
changes and new
faces in the VACC
Office.

Inside this issue:

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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

A New Look for the VACC Board by Rob Brownie

In the spring issue of The Urbane Cyclist last year we invited a number of cycling advocates to comment on the successes of the VACC since its founding ten years ago. The overall response from the original members of the board was that the VACC has become a major voice for the cycling community in Metro Vancouver and that we have earned the respect of cyclists, planners and politicians when it comes to offering sound advice on how to best plan for and implement changes to regional cycling infrastructure. Over the past few years, however, the role of the VACC has increasingly included the development of programs to help promote cycling as a safe and enjoyable mode of commuting. Bike to Work, the Commuter Cycling Skills Program and Cycling Training for the School Community, are all on-going programs that require a great deal of energy and time to maintain. This year we are adding the Great Rides program. This represents a shift in focus, requiring that the board not only continue its advocacy role but also oversee an ever-greater number of programs aimed at getting more people on their bikes. This juggling act has strained the ability of the board to foster growth in our membership, which is necessary for us to provide as broad a range of services to the community as possible.

To adapt to this change in focus and make a serious push to expand the VACC to a size that Metro Vancouver can handle (we have 550 members but should have at least 10,000!), it is necessary that we restructure the board and re-

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*Pictures to inform
and amuse!*

*(More bike crossing
button pictures page 9)*



Photos by K. E. Ohrn, Cypress Digital

The Urbane Cyclist

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The views in this publication are not 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 second 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: Thurs, April 9, 2009

President's Message by Arno Schortinghuis

The VACC has undergone big changes in the last year. Since March 2008 we have had an office and have engaged Jodi Peters as Administrative Assistant. In August, we engaged Sean McKibben as Development Director. In December, we engaged our first bookkeeper, Marianne Bos. Recently, our three Program Directors have left the VACC. Mia Kohout, our Bike to Work (BTW) Program Director, Bonnie Fenton, our Commuter Cycling Skills Program (CCSP) Director, and Arthur Orsini, our Cycle Training for the School Community (CTSC) Program Director have all moved on to new challenges.

Bonnie has worked tirelessly to assist in improving the VACC as an organization and has done a superb job in starting up the CCSP program and expanding it to the very successful program it is today. Mia started up the BTW program in 2007 and very quickly organized the first ever region wide Bike to Work Week (BTWW) in Metro Vancouver. She then organized the second BTWW last spring and planned the first ever fall BTWW in Metro Vancouver, which was then organized by Jodi. Arthur started up the CTSC program, which encourages school teachers and staff to be cycling role models for the school community. Thanks to the prodding and encouragement of our program directors and a lot of work by Maggie Wojtarowicz and others, we now have an office, an Administrative Assistant, a bookkeeper, a restructured organization (see article page 1), a Development Director and now a Director of Programs.

I thank Bonnie, Mia and Arthur for their contributions to the VACC and to the advancement of cycling in Metro Vancouver. Thanks also to Lisa Slavkov for taking over the duties of CCSP Program Director during Bonnie's absence. Jodi resigned in early February and thanks go to Jodi for her enthusiasm and her efforts in making the VACC a more effective organization.

To fill these vacancies in our Coalition we have had the good fortune to build a new team of talented and energetic individuals. In December, the VACC established a relationship with Martin Prestage and his organization LifeCycle to supply cycling education to elementary schools under the VACC umbrella. Thanks to the lead taken by Bill Hamilton on applying to the Bicycle Trades Association of Canada (BTAC) for a grant and thanks to BTAC for providing the VACC with a grant to develop and pilot a high school cycling education program. Bill will be managing the CTSC program, having worked with Arthur on its implementation last year. Bill will also be assisting Martin with the cycling education program for elementary schools. In January, Sean McKibben, who had been working as our Development Director, has been awarded the position of Director of Programs. Congratulations Sean!

After an extensive search and selection process, the VACC has also welcomed these contractors to the VACC team and I look forward to having them and our existing contractors take the VACC programs and the VACC organization to next level.

And finally, I wish to thank our members, our volunteers and the many corporate and government organizations who provide funding to the VACC. Without your help, the VACC could not deliver the programs and services that we provide. In particular, I thank TransLink, who is a major funder of many VACC programs and initiatives, and I thank the Province of BC for their major funding of our BTW program.

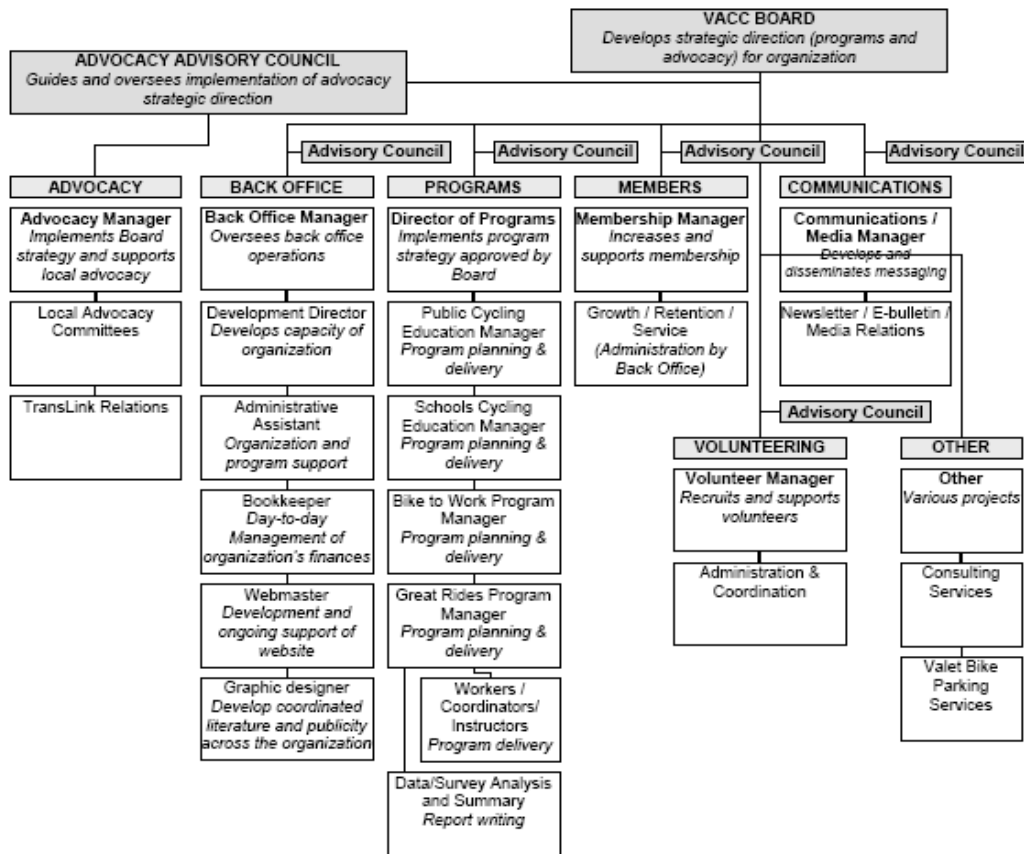
The Urbane Cyclist

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define the role of our directors. The easiest way to explain how we are going about this is to consider what goes into overhauling a bicycle. We have been gradually adding new sleek and updated components to an old and trusty frame but now it is time to upgrade the frame as well. While board members have been taking on increasingly more tasks to manage new and existing programs, as well as chairing committees (membership, communications, finance) and guiding advocacy initiatives, the old "working board" will be replaced by a new board that is setting policy and giving direction to program managers. We anticipate that approximately seven directors will carry out this executive role (down from the current number of thirteen) and smaller advisory councils will be dedicated to the running of the committees mentioned above in addition to advocacy.

In addition to re-structuring the board, our newly contracted Director of Programs, Sean McKibben, will oversee the running of the various cycling programs. Each of our programs is operated by a contracted program manager. In time we will need to recruit additional managers to oversee the work of our committees, but in the meantime volunteers will be needed to carry out these duties. Ultimately, it is envisioned that the VACC board will more closely resemble the governing structure of Velo Quebec, a fully established cycling association that has been around for over forty years! If all goes ahead as planned, we will have soon set in motion what the VACC needs to do to build on the work of the past ten years and see our name and role in Metro Vancouver expand exponentially. We look forward to seeing you at the AGM on March 28, so that you can learn more about what the VACC is up to and show your support.

VACC ORGANIZATIONAL CHART – YEAR 1 (2009)



Hit and Run Revisited by David Hay

A prominent Judge from the House of Lords in England once told me at a legal conference that we live in a world of "declining moral presuppositions". I was struck by the eloquence and gloom of this remark. The Judge was speaking at a conference on the value of cross examination as the most effective tool for exposing the truth in a free and democratic society. I have seen an increase in my practice in hit and run cases involving cyclists. Certainly to this extent His Lordship was bang on.

When one is struck by a car on a bicycle, it may be difficult and even impossible to ascertain the identity of the owner and/or driver of the vehicle. Depending on the nature and extent of the trauma and the circumstances of the accident, the identification of the driver responsible may be the last thing on the cyclist's mind.

The trouble with the present legislated scheme is that it is biased against cyclists. Let me explain. We start with the general proposition that under the *Motor Vehicle Act*, cyclists and drivers of motor vehicles have the same rights and obligations. Under the governing statute, the criteria for eligibility for compensation arising from injuries at the hands of an unknown driver apply equally to motorists and cyclists, at least on the face of the language. That language provides as follows:

"24(1). If bodily injury to or the death of a person or damage to property arises out of the use of operation of a vehicle on a highway in British Columbia and (a) the names of both the owner and the driver of the vehicle are not ascertainable; or (b) the name of the driver is not ascertainable and the owner is not liable to an action for damages for the injury, death or property damage, any person who has a cause of action (c) as mentioned in paragraph (a), against the owner or the driver, or (d) as mentioned in paragraph (b), against the driver, in respect of the bodily injury, death or property damage may bring an action against the corporation as nominal defendant."

"Corporation" in the foregoing paragraph means ICBC. Despite seemingly equal treatment, the issue under the legislation is whether or not the Plaintiff has made

"all reasonable efforts to ascertain the identity of the unknown owner and driver or unknown driver". The legislation puts the obligation on the injured party, whether a motorist or a cyclist or a pedestrian, to take reasonable steps to identify the wrong doer. The British Columbia Court of Appeal has further interpreted the legislation by using a partly subjective and partly objective test. Has the Plaintiff, in his or her particular circumstances (the subjective part) made reasonable efforts (the objective part) to discover the identity of the driver.

The bias works this way: generally speaking, it is much more upsetting and traumatizing to be struck by a car while on a bike than while in another car. And yet cyclists and drivers are treated the same. It is also much more difficult for a cyclist to immediately pursue the identity of the driver for a myriad of reasons, not least of which is the inability of a cyclist to catch a driver, assuming the cyclist is able to make chase. It is correspondingly more tempting for a motorist to leave a scene of the accident knowing the cyclist would be at an inherent disadvantage. I am not suggesting to do so is not risky business. It is a criminal offence to leave the scene of an accident and all the cyclists must do is make a mental record of the licence plate. Nonetheless, it appears to be a risk motorists are increasingly willing to run, and it happens more often than when the accident involves car versus car. And yet the statutory obligation is the same.

The greater one's capacity to draw on one's own resources to identify a motorist, the higher the onus under the statute. It follows that if one lay unconscious on the roadside, there would be a corresponding relaxation of the statutory onus. However, it is still expected that following the accident, the police will be contacted, ICBC will be contacted, ads will be put in newspapers, and signs will be put up at the scene. Depending on one's condition and/or resources, this can be a very difficult onus for a cyclist to meet. Many people rely on ICBC to discharge the onus and are surprised when ICBC takes the position that they have not made sufficient efforts to do so, particularly after cyclists have met with ICBC, given a full statement, and

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MEET YOUR BOARD

MEMBERS



Arno Schortinghaus

Arno was born in the Netherlands of parents who cycled most of their lives. After he was weaned from the child carrier on his mother's bike, he started cycling on a men's CCM by angling his right leg under the cross-bar. He hasn't stopped since.

Arno currently splits his time between house-husband duties, software consulting, volunteer work and, of course, cycling. He has been active in many outdoor activities and has served on the executive committees of outdoor clubs and school parent advisory committees.

He believes that cycling contributes to both mental and physical health and that while a car may sometimes be quicker, cycling always takes less time.

Burrard Bridge Update (2009) by Chris Keam

The arrival of Mayor Robertson and a Vision Vancouver-dominated council at City Hall has given new hope for municipal decision-making based upon principles of sustainability. It's also breathed new life into a trial two-lane re-allocation of road space on the Burrard Bridge. Unfortunately, the same tired opposition and worn-out arguments against progressive transportation solutions continue to dominate the public spotlight. Positive evidence emerged from a 1996 attempt, where initial gridlock and congestion abated after only a few days. The reasons for at least attempting the trial, to determine its effects on traffic patterns, seem obvious. But currently, the local media seems content to give voice to the plan's opponents without questioning their assumptions or claims.

While debate is healthy, the lack of facts and histrionic tone of the two-lane trial critics are leading to an increase in misinformation and a divisive atmosphere. It's a state of affairs unlikely to encourage a search for solutions that work for everyone. Even more distressing is the continued danger to pedestrians and cyclists. Due to a previous accident, the city has already drawn from the public purse to pay an out-of-court settlement to a seriously injured cyclist. With the shared sidewalk still not meeting the recommended national standard for width, the danger remains. A compelling reason for the city and its taxpayers to accept the status quo to mollify commuters from Kitsilano and Point Grey, is not apparent. The willingness of those who support the present situation to put others in physical and financial risk, to further the automotive choke-hold on the region, and to disregard the wishes of the general population demonstrated by the election of a city government with long-standing and public commitments to eco-friendly solutions is, for many, even more troubling.

There is good news however. The two-lane trial has the backing of those who favour rational approaches to urban transportation. A Facebook group for trial supporters grows daily. The Friends of the Burrard Bridge are reframing the debate with reasoned and constructive dialogue. City Hall politicians and engineering staff are engaging the public with meetings and continuing their efforts to design a workable trial which can deliver the framework for a permanent solution. The only roadblock remains car users who appear to be unwilling to concede the few hundred metres of roadway necessary for the creation of a cost-effective, safe, progressive bridge update recognizing the needs and priorities of the twenty-first century.

Burrard Bridge Bike Lane Trial - Transportation and Traffic Meeting

Date, Even time - Mar 03, 2009, 9:30 AM

Location - Third Floor, City Hall 453 West 12th Avenue, Vancouver

Description - Speak to city council in support of the trial bike lanes on the Burrard Bridge that are separated from traffic. To register: 604.871.6399

nicole.ludwig@vancouver.ca

<http://burrardbridgetwolaneetrial.blogspot.com/>, racc@telus.net

Tailwinds

"May the wind be always at your back."

- Those intrepid individuals who cleared parts of the Bike Routes after our heavier than usual winter snowfalls. (Thanks Arno!)
- UBC Trek Program for their quick response to enquiries about snow removal on the bike path that runs parallel to Chancellor Blvd
- City of Vancouver Council for quickly putting in motion a lane reallocation trial for the Burrard Bridge. If things progress as planned, we could be cycling on the new lanes sometime in the spring.
- City of New Westminster for creating the position of Green Transportation Coordinator (not hired yet).
- City of Vancouver for installing a cyclist activated button to cross Oak at 54th.

Headwinds

- City of Port Moody Council for voting to not apply for funding for Guildford bike lane extension, effectively killing the best chance for the top cycling priority for the City to be built this year.

Continued from page 4

co-operated in every respect.

One thing is certain. The onus is ongoing. A cyclist's conduct at the scene of the accident may not be deemed unreasonable if the cyclist is momentarily stunned and accordingly unable to look for the car. However, a cyclist still may be able to obtain information from witnesses while at the scene, and take other investigative steps after leaving the scene in order to discharge the obligation. It is important to remember that all of the steps taken to identify the driver will be scrutinized in light of the fact that the burden is squarely on the shoulders of the cyclist, not the police or ICBC. Each case is decided on its own facts, but it is clear from the cases that the onus is not always easily discharged, even when the vehicle has left the scene.

The legislative framework regarding hit and run claims is such that cyclists cannot afford to assume anything about a driver's intentions immediately post-accident. Cyclists are well advised to gather as much information as possible at the scene (notepads and phone cameras are very useful) and to continue making efforts to ascertain the identify of the offending driver.

These are technical cases and cyclists are also encouraged to contact counsel, depending on the seriousness of the injury. Even if the threshold issue of reasonable effort is overcome, there is still typically a liability defence, and the cyclist still faces the onus of proving that the unknown driver was at fault. If the cyclist's memory is compromised owing to trauma, this can be a significant challenge without the benefit of the driver's testimony, and without a proper accident reconstruction.

David Hay is an injury litigation lawyer and partner at Richards Buell Sutton LLP. He specializes in bike injury cases. He can be contacted at 604-661-9250 or dhay@rbs.ca.

mighty riders

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☐ 1823 WEST 4TH AVENUE VANCOUVER BC V5N 1J9
PHONE 604 737 7577

The Urbane Cyclist

Dear Mayor and Council -

Six years ago my family and I moved to Vancouver from Ontario. As a family committed to sustainability and efforts to walk a little lighter on our planet (car-free now), we were very pleased with the seeming eco-ethos of our adopted city. The city appeared progressive in its efforts to provide an alternative vision to the car-centric mentality so prevalent in most North American cities. I attended public consultation sessions about lane reallocation on the Burrard Bridge for cyclists, I gave input and attended other sessions on the development of a downtown streetcar with a station right at our front door (we live on Granville Island). I met councilor Fred Bass who rode around town on his bicycle! We were thrilled to be in Vancouver! Great things were happening. Well, sort of. Well, maybe. Well, let me put it this way--now when my two boys ask me when the streetcar, that I had talked so much about, is coming (permanently that is) I tell them--hopefully in their lifetime. Perhaps I was naive to think that 6 years is a long time to bring progressive plans from paper to fruition. I had just about given up hope for real progress on these important things. That is, until the election of this current council. All members of the current administration appear to share similar values of sustainability and putting pedestrians, cyclists, people ahead of the needs of cars. Councilor Reimer's Car-free Sundays motion is one indication that this council believes that streets and neighbourhoods are for people; people not petroleum! Today you have another great opportunity to continue to send the message out to our city that the new council is serious and committed to putting people ahead of cars. Allocating TWO lanes, one for each direction, for cyclists on the Burrard bridge is the right and safe thing to do. I trust council, in their hearts and minds, agree. Allocating only one lane is a compromise--a concession to the old administration, to the powerful car lobby, to the old vision of city planning. I urge you and council to be bold--to step forward with confidence in the mandate we have entrusted you with--to make Vancouver the greenest city in North America. The Burrard Bridge, and what you do with it, will stand as a conspicuous symbol to all of us, of how serious you are in your own commitment. My wife (a new commuter cyclist), my two boys aged 9 and 4 (cyclists to school) and I (cyclist everywhere including downtown), will thank you from the bottom of our hearts for the increased safety, yes, but more importantly, for reinvigorating our passion to be part of a community that has truly caught a vision of sustainability that we can all be proud of.

Sincerely,

Peter Fischer

Great Rides—New Program at the VACC by Jonathon Reynolds

2009 will see the launch of a new program by the VACC in association with TransLink. The program – Great Rides: Exploring Greater Vancouver by Bicycle – will start this year with cycling routes around Metro Vancouver. These routes will be designed to encourage people to ride their bike for fun and exploration on beautiful routes throughout the Lower Mainland. At the same time we hope they discover the bicycle as a practical and healthy mode of transport. We hope this will lead to more people cycling to work and getting out living a healthier lifestyle.

Each route will be launched with a special event. The first of these will be in May and then monthly thereafter. We are planning for these one day signature events to draw thousands of participants from every cycling level and background. These events will be linked with local special events and will encourage people to ride their bikes to the festivities in association with TransLink transit options.

The Great Rides Routes will be clearly signed so they are available year round for people to explore. These routes will be connected with the existing cycling routes throughout the Greater Vancouver Area. Supported and publicized by TransLink and local municipalities, the Rides (both the routes and the events) will be promoted throughout Metro Vancouver and will be significant summer events.

Great Rides will offer a printed booklet or brochure of each of the rides detailing the route and the points of interest along the route.

We will be looking for volunteers to help out with the organisation and running of the events. If you would like to get involved in the biggest new cycling event in Vancouver, please contact Jonathon Reynolds – the Great Rides Program Manager – at jonathon@vacc.bc.ca



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VACC New Board Member Recruitment

The VACC Recruitment Committee is seeking candidates for the Board of Directors for its upcoming Annual General Meeting elections (March 28, 2009). This year, we are specifically looking for candidates with one or more of the following skills:

- * financial management and controls (Treasurer)
- * corporate sponsorship fundraising
- * public / media relations and strategic messaging
- * member and volunteer engagement
- * organizational development and strategic planning

Candidates interested in shaping the direction of the VACC, who have previous Board experience and skills that match our needs, and who are passionate about cycling for transportation, are invited to submit their qualifications for consideration **before March 13, 2009**, by completing the Board Candidate Application available on www.vacc.bc.ca.

If you want to give back to the cycling community, or bring your idea of "having fun" to the VACC, now is your chance! Questions may be directed to hr@vacc.bc.ca.

Please consider for yourself, and also forward to colleagues - we have several Board vacancies.

Ride-On!

VACC

www.vacc.bc.ca



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CONTACT
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martin@lifecycle.ca
www.lifecycle.ca



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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 |
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| <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 |

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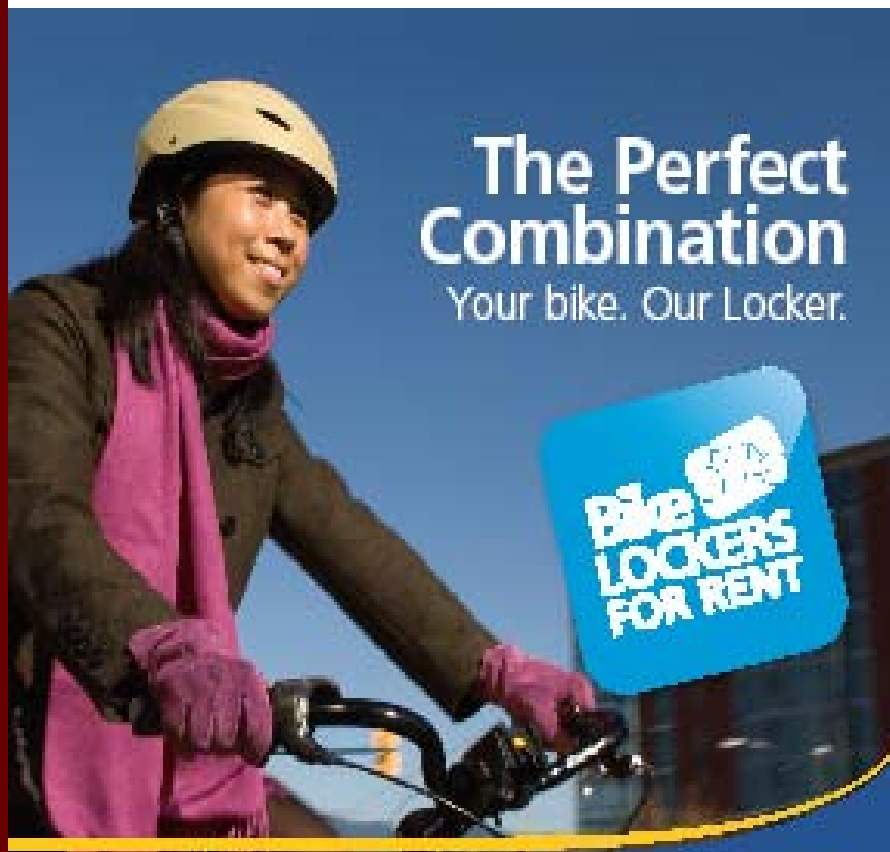
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Refer to our website for more contact information.



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Meet your new VACC Programs Team

Sean McKibben—Director of Programs and Development

Hi, my name is Sean McKibben and I was contracted by the VACC in August 2008 as the Interim Development Director. My background is in the not-for-profit sector as a manager and fundraiser, and I am also an avid cyclist, racer and commuter. I am also a member of the London Cycling Campaign.

In my role as Interim Development Director my objectives were to pull together funding proposals for the VACC programs to the Metro Vancouver municipalities and TransLink, to explore corporate sponsorship opportunities and to develop the concept of a new program, provisionally entitled *Metro Vancouver Great Rides*. As I got to know the VACC's contacts at City Halls, at TransLink, and at our sponsors, it quickly became apparent that the VACC is held in very high regard. This stems primarily from the diligent and well-informed work performed by the local committees that has resulted in such progress in the development of cycling infrastructure, and, more recently, the amazingly well-organized and high profile programs that have got people excited about riding their bikes in the Lower Mainland.

The VACC is a powerful combination of motivated and knowledgeable advocates promoting change in the transport culture, and creative, visionary individuals building programs that get people riding. Bonnie, Arthur and Mia are all moving on, and all of them have shown generosity in handing over the reins of the programs they have invested so much energy in creating - and all have taken the time to pass on their knowledge to make the transition as easy as possible. Jodi, Administrative Coordinator, *Bike to Work Week* Program Manager and creative dynamo, is heading off to Cortes Island to pursue an organic farming apprenticeship.

The good news is that our new team of Program Managers and our new Administrative Assistant have an amazing range of experience and skills. I am confident that they will take the fabulous programs that have done so much to build a cycling culture in the Vancouver Area and continue to innovate to make people realize that cycling is the obvious transportation choice. As of January, I have moved into the role of Director of Programs and Development, where I hope to use the knowledge of the VACC programs and of the region I have developed over the past few months, to support our new team.

Kathy Sinclair—Administrative Assistant

Kathy Sinclair is the VACC's new admin assistant. She'll be providing organizational support for various VACC initiatives. With a background in publishing, fundraising, and project management, Kathy is happy to have an opportunity to apply her skills to her biggest passions: cycling and cycling advocacy.

Diana Wilson—Commuter Cycling Skills Program Manager

Diana Wilson spent much of the last decade making award-winning documentary films as well as teaching documentary film production and volunteering with several film-related non-profit organizations. Before that, Diana worked for many years for a variety of environmental advocacy organizations. Diana is also a lifelong commuter cyclist and former bicycle courier whose commitment to biking as a way of life includes never having owned a car (though she thinks cars can be quite useful and is happy to take rides from friends!)

Diana is excited to bring together her love of cycling as a green, community-friendly and healthy way to get around, with her passion for sharing skills and helping to empower people, to her new role as Project Manager for the VACC's Commuter Cycling Skills Program. She is excited to have the opportunity to carry on the great work started by Bonnie Fenton and continued by Lisa Slakov, and hopes this year to see even more people turned on to biking through the VACC's Commuter Cycling Skills courses than ever before.

Martin Prestage—Elementary School Training Program Manager

Martin Prestage is the owner operator of LIFEcycle Bike Safety & Adventure. His company has 9 years of experience within the Elementary school system, aimed at getting children trained safely on their bikes. LIFEcycle's three programs, CycleSmarts, BikeWise Interactive, and Youth Adventures by Bike, have now been adopted by the VACC. BikeWise includes use of the unique TowBug, the world's only VW Beetle that carries 16 bikes! As coordinator for the program, Martin brings extensive practical experience to tomorrow's cyclists.

Erin O'Melinn—Bike to Work Program Manager

Erin comes to the VACC with a background in municipal and non-profit work, and she is in the process of completing her Masters of Urban Studies at SFU. As the Program Manager, she is responsible for event planning and coordination of the Bike to Work program (BTW). BTW is aimed at increasing commuter cycling in Metro Vancouver, through high profile events like Bike to Work Weeks in May and November that celebrate and encourage cycling.

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The Urbane Cyclist

Continued from previous page

Bill Hamilton—Cycling Training for the School Community Program Manager

Bill has lived and biked in Vancouver for 28 years, mostly to schools through his work with the Vancouver School Board where he worked extensively with leadership students in sustainable transportation initiatives. After 5 years living and cycling in bike friendly Eugene, Oregon during the 70's, Bill continued to see cycling as his preferred mode of transportation upon moving to Vancouver.

As the current VACC Project Manager for Cycling Training for the School Community, Bill is committed to help inspire bike friendly schools throughout Metro Vancouver. Bill is also an instructor for the VACC Commuter Cycling Skills Program and teaches workshops for the Bike to Work/School Program. Bill lives in False Creek with his partner Susan and has a son Lucas in Victoria both of whom are cyclists. When not biking around town Bill can be found paddling in English Bay, jamming with The Rolling Bobs or hiding out on Hornby Island.

Jonathon Reynolds—Great Rides Program Manager

Hello fellow cyclists and citizens of Vancouver. My name is Jonathon Reynolds and I am looking forward to making the Great Rides Program something which will reach out to all cyclists in Metro Vancouver: the regular cyclists, the occasional recreational cyclists as well as those who are not sure they are cyclists yet! We will welcome everyone on a Great Ride.

I have been cycling avidly since high school. After a degree in Philosophy and then an MA program in Archaeology I returned to the nomadic lifestyle of a bicycle and over the period of a few years did several long tours around North America ranging from a few weeks and a few thousand kilometres, to a year and a half and well over 25,000km. Most recently I was living in Europe and a year spent in Sweden convinced me that when I returned to Canada I needed to work hard to make Vancouver as cycle friendly as Sweden. I will be looking for all the help you can give to me through volunteering and advice to make the Great Rides program be the first step on that road to making Vancouver the best cycling city in the world.

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

First Member	
First member E-mail	
Additional Member	
Additional Member E-mail	
Address	
City	
Postal Code	
Phone number	
I would like to get the <i>Urbane Cyclist</i> quarterly newsletter	<input type="checkbox"/> by email (to save paper and postage) <input type="checkbox"/> I need or really prefer it by mail
I would like to volunteer with the VACC	<input type="checkbox"/> Yes
I can contribute by: (Please note your skills / interests)	
Membership Types:	Amount
Individual	\$20
Fixed/Student/Low Income	\$10
Each additional membership at same address	\$5
Joint membership with BC Cycling Coalition (additional per person)	\$5
Corporate/Organization	\$100
Additional Donation (sorry we can't provide tax receipts)	\$
	Total Enclosed
	\$ _____