

the Urban cyclist



**VANCOUVER AREA
CYCLING
COALITION**

The Lower Mainland's Cycling Advocates!

Spring 1999, Issue 3

www.vcn.bc.ca/vacc

The Vancouver Area Cycling Coalition quarterly

NORTH VAN FORMS BAC

BY CRAIG SOBERING AND EMMA DAL SANTO

In January the City of North Vancouver hosted a meeting in an effort to start forming their 1999-2000 bicycle priorities. This meeting involved representatives from both the City and the District.

The purpose of the meeting was to discuss and suggest changes to Volumes 1 (The Plan) and 3 (Bikeway Implementation Plan) of the North Vancouver Bicycle Master Plan (NVBMP). As well as brainstorming for a future joint North Vancouver Bicycle Advisory Committee (BAC) and to develop a list of priorities for the implementation of the NVBMP.

The NVBMP is the culmination of three years of work by the North Vancouver Bicycle Routes Committee, consultants, councils and the public. The plan contains a map of proposed bicycle routes and policies concerning end-of-trip facilities, awareness and encouragement programs, education and enforcement, community participation, funding, monitoring, cost estimates and implementation. Implementation of the plan began in 1995.

While implementation of the plan has been cautious, a number of important cycle route projects have been implemented by the City and District over the past years. The City of North Vancouver is currently working

on the Low Level Road bike route and has installed almost 100 bicycle racks in commercial areas of Lonsdale, Esplanade, Marine Drive and 3rd Street in partnership with cycle stop displays. Meanwhile the District of North Vancouver has installed a cyclist/pedestrian bridge across the lower reaches of Lynn Creek, signed the Mountain and Lynn Valley bicycle routes from the Second Narrows Bridge through Lynn Valley to the Seymour Demonstration Forest, improved access over Pipeline Bridge, and taken steps to implement the Welch/1st Street bike route. In addition to these more glamorous projects significant effort has gone to improving cyclist safety via the raising and replacement of catch basin grates.

The meeting ended after a productive exchange of ideas on the priorities for implementation in 1999-2000. A number of different priorities were suggested with strongest support being for the opening of the Upper Levels Highway corridor from Lynn Valley Road to Capilano Road to cyclists and the creation of a joint City and District of North Vancouver Bicycle Advisory Committee (JBAC).

In February the terms of reference for the JBAC were adopted by the City and District. The newly appointed members of the JBAC are: Ron Adams, Erin Arnett, Malcolm Fitz-Earl, Brent Hobbs, Bev Parslow, David Perfitt, Dylan Roche, Suzanne Smith, and Craig Sobering (VACC alternate - Jim Cave). The inaugural meeting of the JBAC will be Tuesday, June 1st, 1999. See <http://www.cnv.org/jbac> for meeting agendas and minutes.

Copies of the NVBMP are available at the City of North Vancouver and the District of North Vancouver libraries. If you have other questions regarding cycling, contact Emma Dal Santo at the District of North Vancouver at 990-4121 or Kevan Delaney at the City of North Vancouver at 985-7761.

LIONS GATE

BY RICHARD CAMPBELL

The Lions Gate: A bridge so close yet so far

Now is the time for all levels of government to make a commitment to building high quality bicycle facilities that will be able to handle the demand five, ten, twenty years down the road. Facilities that will be safe and convenient for current cyclists and inspire others to use the bicycle for transportation and recreation. If we are indeed serious about reducing car use and its associated health, environmental and congestion problems we must make the alternatives such as cycling and public transit as good as possible.

The good news is that the province has committed almost \$5 million to improve the sidewalks on the Lions Gate Crossing. After lobbying by the VACC, BEST, and BC Cycling Coalition, the province has committed to widening the North Viaduct sidewalks to 2.0 m thus creating 2.0m sidewalks on the entire crossing. The bad news is that 2.0 m is barely half of the 3.7m the Ministry of Transportation and Highways Interim Cycling Policy recommends for such sidewalks. The

Please see LIONS GATE on page 3.

VACC's AGM

BY SU-LAINE YEO

It's time again for the Vancouver Area Cycling Coalition's Annual General Meeting. And we welcome all lower mainland cyclists who are interested in joining and supporting the VACC to attend.

WHEN: SUNDAY, JUNE 6TH, 1999

TIME: 1 PM TO 5 PM

**WHERE: BONSOR RECREATION CENTRE
6550 BONSOR AVENUE, BURNABY
(METROTOWN SKYTRAIN STATION)**

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TRANS LINK: HOW THE VACC IS LOBBYING

BY **KEN WUSCHKE**, NEWSLETTER EDITOR

Over the past year Lower Mainlanders have watched the birth of the Greater Vancouver Transportation Authority. Then at the beginning of April we saw it

transform into TransLink.

Through reading the local and daily newspapers around the region, it's clear that TransLink has a large mandate. Covering such important transportation issues as transit, automobiles, and AirCare.

But what is TransLink doing for cyclists?

Actually, TransLink plans to do a lot for cyclists over the next few years. And it received its direction through the lobbying of several VACC members, as well as other concerned cyclists.

Between now and the end of December TransLink plans to spend approximately \$600,000 for various bicycle facilities. These include bus bike racks, improved signage, increased bike racks and bicycle lockers at transit exchanges and SkyTrain stations. These improvements are to be across the TransLink service area.

Still the VACC remains determined to bring to the attention of each TransLink director the continuing need to establish a more positive bicycle focus for the transportation authority.

Over the next few months the VACC is endeavouring to meet with each director and discuss where else TransLink can improve its bicycle policy. Instead of allowing TransLink just to write a few words in the 1999 Program Plan, we are trying to show what actually needs to be done so that each cycling policy is completed.

Beyond bike racks, both on buses and at key transit interchanges, the VACC is currently discussing the importance for a regional bicycle network, inter-municipal barriers that must be fixed, creating more awareness for the transportation-orientated cyclist, and so on.

But the VACC is not doing this alone. During late April the VACC hosted with the

GVRD Municipal Bicycle Committee a workshop for civic bicycle advisory committees from across the Lower Mainland to come together and discuss cycling concerns.

It was encouraging to see many people turn out from across the region to talk about biking issues. There were enlightening presentations by Gordon Price, David Cubberley, and Emma dal Santo. Afterwards the various BAC members sat down and discuss how to cross municipal boundaries. For many this was the first time they had the opportunity to meet with BACs in neighbouring municipalities.

This one day workshop was dedicated to make the TransLink directors become more aware of cyclist issues when travelling between various municipalities. As many of you are aware, there are a host of problems the plague cyclists and potential bicycle routes. Most of these problems happen at municipal borders.

Some of the better routes in the Lower Mainland have severe barriers such high traffic volumes and extremely narrow lanes to use. And there are water crossings without adequate connections. These include crossing the Fraser River between Surrey and Coquitlam, the Brunette Avenue corridor between Sapperton and Maillardville, getting from Delta to Richmond, and so on.

While the VACC is doing its best to improve the cycling conditions around Greater Vancouver, we can not do it all alone. Get in touch with your municipal bicycle staff person, write to the TransLink Board of Directors, join the VACC and participate in it as a volunteer.

Together we can make Lower Mainland a better place for cycling.

the Urbane cyclist

Published quarterly by the Vancouver Area Cycling Coalition (VACC)

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

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JOIN US ON THE INTERNET!

Join our list serve by sending email to admin@sustainability.com with the message JOIN VACC in the body, nothing else.

Our website is www.vcn.bc.ca/vacc.

GOT SOMETHING TO SAY?

We welcome articles (400 words or less), comments, letters, suggestions, or any correspondence about cycling in Greater Vancouver.

Submissions may be sent to:

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

Or e-mail:

vacc-news@canada.com.

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

THE NEXT DEADLINE IS

Friday, July 16th, 1999

GVRD WANTS BIKES ON WATER

BY **KEN WUSCHKE**

The GVRD Parks Department is presently studying extending the regional greenway system by providing a ferry service across critical water bodies throughout the lower mainland. Most of these crossings involve the Fraser River and Burrard Inlet.

Basically this would be a service similar to the Aquabus operating on Vancouver's False Creek. The sites being examined

include Belcarra-Burnaby, Coquitlam-Pitt Meadows, Coquitlam-Surrey, and New Westminster-Richmond.

The first greenway the GVRD Parks department is looking at is along the Stoney Creek - Burnette River corridor in Burnaby. VACC Vice-President Marion Orser feels that this corridor is good for a route off the proposed SkyTrain path from downtown New Westminster to Lougheed Mall.

BURNABY NEEDS BETTER ROADS FOR CYCLISTS

BY RICHARD CAMPBELL, VACC PRESIDENT

Burnaby has taken a leadership role in providing alternatives to vehicle use. At least in Councillor Lee Rankin's opinion. An example given is that Burnaby is developing a cycle road network to provide additional width for commuting cyclists.

Burnaby's Official Community Plan emphasizes the importance of cycling to the environment and calls for wider curb lanes on specific "Cycle Roads" to encourage transportation cycling.

However, a quick look outside suggests that the plan for improved Cycle Roads is not getting to the work crews who pave the roads. It is currently Burnaby policy

not to pave the shoulders of roads, even Cycle Roads, when they repave the middle of the road. Burnaby owns the land under the shoulders, but they won't pay to pave it even though it's too rough and unstable for safe cycling. Often they install an asphalt curb between the traffic lane and the unpaved shoulder, making the road even worse for cyclists than before.

Cyclists have complained to Burnaby city hall for years about the narrowness of the roadway and the additional hazards created by the asphalt curb. Yet roads crucial to the cycling network are treated this way every year. Last year a designated

cycle road, Gilmore Avenue in north Burnaby, was repaved with narrow lanes, asphalt curbs, and the wide gravel shoulders remain. Unless decisions change, it will happen to more roads this year and futures ones as well.

The solution is very simple: put down an additional 1.3 m of asphalt on each side of the road. Remove the asphalt curbs and stop building new ones. It makes the difference between a poor cycling facility and an excellent one. Rankin is right in saying that this is a cheap and effective way for the City to influence our greenhouse gas emissions.

Continued from page 1.

LIONS GATE

extra \$2.5 million required to widen the viaduct to 2.67m is a small fraction of the cost of upgrading the bridge and even a smaller fraction of the \$500 million for highways that was recently announced.

Vancouver-Burrard MLA Tim Stevenson who joined VACC, BEST and other concerned cyclists on a ride over the Lions Gate Bridge said. "Let's do this thing right the first time." MLA Stevenson has been instrumental in the push for wider sidewalks on the Bridge.

The planned widening of the sidewalks will greatly increase the number of cyclists and pedestrians using the bridge. The

province estimates that up to 3000 people will cycle or walk over the bridge per day. The 2.0 m sidewalks will not be able to meet the demand. By comparison, San Francisco's Golden Gate Bridge carries 10,000 cyclists and pedestrians per day. "We need to make the route cyclist-friendly to encourage people to cycle instead of drive," Stevenson says.

World class cycling and pedestrian facilities will increase peoples enjoyment of the Lions Gate Bridge and Stanley Park, Vancouver's greatest landmarks and be a source of great pride for the city and the region. Finally, as a likely route for the

Trans Canada Trail, the improvements to the sidewalk make a wonderful millennium project.

Please contact the Minister Lali and tell him you want world class cycling facilities on the Lions Gate Bridge.

Hon. Harry Lali
Minister of Transportation and Highways
306, Parliament Buildings
Victoria, B.C. V8V 1X4
Phone: (250) 387-1978
Fax: (250) 356-2290
E-mail: Harry.Lali.Office@leg.bc.ca

You can phone him toll-free through Inquiry BC at 660-2421.

JOIN THE VACC !

YES, I WANT TO SUPPORT TRANSPORTATION CYCLING IN GREATER VANCOUVER

I heard about the VACC:

- through the media.
- from this newsletter.
- via the website.
- from a friend.
- from another cyclist.
- at a community event.
- other: _____

As a member of the Vancouver Area Cycling Coalition, not only will you be supporting a cleaner, healthier, more sustainable mode of transportation, you will:

- Get the nifty "Urbane Cyclist" newsletter delivered to your door four times per year.
- Have the opportunity to get involved in community events and happenings.
- Maybe even meet some funky new people!

- \$20.00 Individual
- \$80.00 Corporate/Organization

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

Thank you!

BC PARKWAY COMMITTEE FORMS AGAIN

BY **KEN WUSCHKE**

Let's face it, most cyclists who have tried the BC Parkway don't like it. Or at least those that I've talked to about it.

It starts and stops in the strangest of places. There are very few curb cuts forcing the cyclist to dismount to cross streets. Several street crossings are at such bad locations that it can be hazardous to get to the other side.

If you don't know about the BC Parkway, you might know it by its other name, the 7-Eleven trail. You know, the route that runs under the SkyTrain.

Around four or five years ago, the cities of Burnaby, New Westminster, and Vancouver worked together on the BC Parkway Improvement Committee. The idea was to capture money Southland Canada promised to improve the trail. Southland Canada is the parent company of 7-Eleven. Very little money came forward and in the end only Vancouver did any measurable improvements along the route.

One of the strongest proponents of the

BCPIC is Dick Loomer. He worked tirelessly in trying to establish a through routing from Metrotown to Collingwood Village. Unfortunately he was unable to secure the BC Hydro rail right-of-way. Eventually the BCPIC became dormant.

The VACC is being instrumental in reviving the BCPIC. Through a letter writing campaign to all three cities, the VACC has been able to bring all the original parties back to table with couple of new ones — the GVRD and TransLink. In fact TransLink has identified the BC Parkway as a part of its jurisdiction and a critical part a regional bicycle network in the 1999 Program Plan.

In February a meeting was held looking at what had been done before and a look to the future. Here are some visions for the BC Parkway that came from the meeting.

- Making it an excellent alternative to Kingsway for all cycling levels.
- Developing a network of bikeways and bike routes feeders.

- Obtaining unused portions of BC Hydro Rail right-of-way.
- Link it to Surrey and the future SkyTrain bike route the VACC is presently working on.

The BCPIC also needs advice and suggestions from current users of the BC Parkway. You can contact a municipal representative and they'll recommend how you can contribute to the committee.

The BC Parkway can become a remarkable route linking Burnaby's Metrotown to New Westminster and downtown Vancouver. Its 21 kilometre route should be able to serve cyclists well into the 21st century.

BURNABY

Martin Pardoe 294-7216

NEW WESTMINSTER

Mark Allison 527-4592

VANCOUVER

Doug Louie 873-7915

BIKE FILM NIGHT

BY **CARMEN MILLS AND LARRY PAMER**

A celebration of cycling on celluloid will happen on Friday, June 4th at 8:30 pm. It's going to be Bike Night at the Blinding Light. It's a benefit for the Vancouver Area Cycling Coalition — so hey, ya can't go wrong.

This will be a funky event featuring gratis munchies, prizes, cheap beer, and many gorgeous people of the bicycle persuasion.

The program includes Brad's Bicycle, Meet the Pedalmen, Whooping Weenies, Transit Tales, The Yodelling Lesson, Return of the Scorcher, Britta Gets a Flat Tire, The Big Tea Party, Cycle Safe (specifically, in rural Alaska), and others too strange to

contemplate...

Tickets are \$7, plus \$3 Blinding Light membership (available at the door). You can buy tickets now at: BIKEWAY @ 831 Commercial Dr., Vancouver; BIKE DOCTOR @ 189 W. Broadway, Vancouver; BEST @ 822-510 W. Hastings St., Vancouver; 1812 CYCLES @ 103-1812-152nd St, Surrey; THE BLINDING LIGHT, 36 Powell St., Vancouver; and WHITE ROCK CYCLES, 1465 Johnston St, White Rock. Or by phone from Larry @ 272-4351, Ken @ 731-6220, Richard @ 733-1764, or Su-Laine @ 451-8805. Tickets are limited, so get yours soon.

JOIN THE VACC !



YES, I WANT TO SUPPORT TRANSPORTATION CYCLING IN GREATER VANCOUVER

I want to contribute on these working groups:

- Lions Gate Committee
- SkyTrain Committee
- Communications Committee
- Burnaby Committee
- North Shore Committee
- I want to create a community committee for:

Name: _____

Address: _____

City: _____

Postal Code: _____

Phone: _____

E-mail: _____

The VACC does not sell or give out address information.

Please turn over...