

U^{the}rbane cyclist

December 1999, Issue 5

www.vacc.bc.ca

The Vancouver Area Cycling Coalition quarterly

Pattullo Mystery

By Craig Sobring, vacc_nwest@egroups.com

Late in November the question on the lips of New Westminster and Surrey cyclists was "Where did the sidewalk from Dufferin Street to the Pattullo Bridge go?"

Cyclists found that the sidewalk disappeared mysteriously in broad daylight while work was being done only feet away as part of the Skytrain extension tunnel construction. Cyclists surmised that the path must have been abducted by aliens due to the speed and lack of warning of this dastardly deed.

City officials denied these allegations and claimed that the sidewalk was had merely been relocated as per plans developed in consultation with local cyclists by Richard Drdul of Urban Systems. Learning of the sidewalk abduction, Marion Orser, a resident of New Westminster and member of the VACC board conducted an independent investigation of the situation to determine the true facts in the case.

Conclusion?

The sidewalk was missing. When contacted for a comment the Rapid Transit Project Office (RTPO) advised that the relocated sidewalk existed, but was actually a slippery wooden ramp located by an as yet undetermined horse chestnut tree. It was suggested by the RTPO that the real culprit in this situation is poor signage.

As of press time City of New Westminster staffer Mark Allison advised this reporter that the alien abduction theory is all wet and that the true culprit in this case is the Skytrain contractor who

failed to implement the planned temporary access. According to Mark an access that reflects current user desire lines better will be provided soon.

For further updates keep your ear glued by subscribing by sending an e-mail message to the VACC listserve at VACC@sustainability.com or the VACC New Westminster sub-group at vacc_nwest@egroups.com.

Beyond this page

| | |
|----------------------------|---|
| What a year! | 2 |
| Burnaby | 3 |
| New Westminster | 3 |
| Port Mann Bridge | 4 |
| BC Cycling Coalition | 4 |
| SkyTrain | 5 |
| CNP Year 2000 | 5 |
| Massey Tunnel | 6 |
| City Hall Contacts | 8 |

Regional Cycling

By Richard Campbell, campbell@cs.sfu.ca

Imagine a network of safe, convenient bicycle routes linking major destination in the Vancouver area. This could be a reality in five years if TransLink commits to a regional bicycle network (RBN). Through an innovative cost sharing arrangement the region would be the leader in North America for cycling at a regional level.

Many local municipalities have cycling plans and have starting building internal networks. Unfortunately these bicycle networks do not always connect with each other very well. A regional bicycle network would prevent this problem from happening. The bicycle facilities on many bridges in the region need to be improved as well.

Fortunately cycling is included in the mandate of TransLink, which is responsible for transit and many of the roads and bridges in the region. With TransLink struggling to meet the goals of the Livable Region Strategy, increasing its commitment to cycling provides people with an alternative to the car without overtaxing the taxpayers.

Many of the projects that the VACC and the rest of the cycling community has been working on, such as the Lions Gate Bridge, the SkyTrain Legacy Project, Pender St., Burrard St., Port Mann Bridge and University Blvd., are important parts of a RBN.

CONCEPT

The concept is similar to the bikeways network in Vancouver buy applying it across the region. Whenever practical, the routes will be on low traffic streets or paths. Whatever the route, it must be brought up to standard before it will be considered a regional route. The routes must be as direct, level and as safe possible. When appropriate, some existing or planned municipal routes will be used.

The municipalities would do the actually planning, public consultation, building and maintenance of the routes. TransLink would come with some of the money and set standards to be followed.

Uniform destination based signage would be used along the routes.

TransLink provides municipalities with funding for the Major Roads Network (MRN). All the roads in the MRN must be bicycle accessible whether they are part of the Regional Cycling Network

Please see REGIONAL CYCLING on page 6.

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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VACC BOARD OF DIRECTORS

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CALL US

Our president, Richard Campbell, enjoys hearing
from all types of cyclists around town. If you
have a concern call him at (604) 733-1764.

MEET US

The VACC Board meetings are open to people
interested in bicycling in Greater Vancouver. We
generally meet on the second Wednesday of each
month at 6:00 pm.

Dec 8 Sport BC, 1367 W. Broadway, Vancouver
Jan 12 Sport BC, 1367 W. Broadway, Vancouver
Feb 9 Sport BC, 1367 W. Broadway, Vancouver

E-MAIL US

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.vacc.bc.ca

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, JANUARY 28TH, 2000.**

What a year!

By Ken Wuschke, wuschke@canada.com - 731-6220

Wow!

Looking back over the last year it has been an exciting time for the VACC. Either working alone or with other groups this organization has taken many steps forward and accomplished many goals.

Flipping through the last four issues of The Urbane Cyclist tells a lot of the enthusiasm and dedication our volunteers have. We have created community cycling committees in both Burnaby and New Westminister. The intra-regional network has come alive in the three bridges being dealt with – the Lions Gate, the Port Mann, and now the Pattullo. We continue to lobby for a cohesive regional bike network and getting bikes on SkyTrain.

And those who make the decisions are listening. The VACC and the British Columbia Cycling Coalition (BCCC) have gone to Victoria and presented concerns to the Minister of Transportation and Highways (MoTH). Here on the Mainland we are sitting on the TransLink Municipal Bicycle Committee and continuing to provide creative input to regional issues.

While not always getting what we ask for, we know that some things are changing.

Hard work from the North Vancouver Joint Bicycle Committee working with the VACC has led to the BC Transportation Funding Authority installing a bike shuttle service while the Lions Gate Bridge sidewalks are closed for the next year. Still we haven't been assured that there will be sidewalks that meet MoTH's own criteria for cyclists.

Looking towards the Fraser River crossings there is still a need for strong lobbying. The Port Mann Bridge will most likely remain off limits to cyclists for the foreseeable future. While the only other alternative between Coquitlam and Surrey, the Pattullo Bridge, is under going some less than satisfactory changes during the SkyTrain construction in New Westminister.

Meanwhile the current arguing about SkyTrain funding between the Minister of Municipal Affairs and TransLink could leave cyclists with nothing. No access to the trains. No lockers at the stations. No path following the SkyTrain route similar to the BC Parkway under the present SkyTrain route. To increase the cyclist's access to the future ALRT route is something that several VACC members have been working very hard at.

What this really shows is the lack of planning at the regional level. An effort to co-ordinate all the municipal bike networks to link up with adjoining municipalities in a smooth fashion. This can work effectively. A recent example from Vancouver Island shows this. In the recent round of Cycling Network Program funding, Colwood and Metchosin got together to propose a single route which crosses from one municipality to another.

But is this happening here? Recently the Vancouver Bicycle Advisory Committee wanted to address an issue to the Burnaby Bicycle Advisory Committee. It was believed to be a straight forward matter. It wasn't. Understandably civic protocol had to be followed, but this lead to a two-and-a-half month delay before the matter was officially brought to the attention of the Burnaby BAC.

Walls need to come down. And soon.

We all know that the automobile growth rate in the Lower Mainland is vastly outgaining the growth rate of building new roads. Quite simply in some areas the only way to build more roads is by knocking down homes. While the VACC is not against the use of automobiles, it does recognize that prioritizing cars ahead of people is not within the GVRD Livability Strategy. However getting people to take the bus, walk, and bike is. By co-ordinating effort to get people out of their cars we will be able to breathe a little better.

But the VACC cannot continue to lobby for Lower Mainland cyclists without your support. With your assistance we will be able to make it easier to cycle between regional centres and neighbourhoods. We want people who want to improve cycling throughout the Lower Mainland to join the VACC and hopefully volunteer in their community. After all what is really \$20 a year? It's just under 6¢ a day.

This money enables the VACC to write more letters and get out more newsletters so others know what needs to be changed. Everyone at the VACC is a volunteer and our trips to Victoria are out of pocket. We are just a bunch of dedicated cyclists cycling for a better community. Aren't you?

Shoulder Check from Burnaby

By **Su-Laine Yeo**, syeo@lightspeed.bc.ca

Yes, I know that one of the biggest bottlenecks in the region's bike network has been described as "Burnaby." I realize that improvements to cycling infrastructure here barely keep up with the rate at which existing streets become more bicycle-hostile. But you want the encouraging news, right? Some highlights from 1999:

- √ A long history of complaints about the lack of paved shoulder space on roads finally resulted in the City paving shoulders on a section of Gilmore Ave.
- √ The VACC SkyTrain committee continued to press for a greenway along the future line, providing a safe freeway crossing into Vancouver.
- √ The VACC asked the City to accommodate bicycles in the proposed HOV lanes on Willingdon. So far, the response from the multi-agency street committee has been

positive.

- √ In September, the VACC executed its first on-street publicity event – a volunteer cleanup of Gilmore Ave. We got good media coverage for the importance of road maintenance, and carted away several bags full of debris. Thanks to the volunteers and the **BURNABY HOME DEPOT** for its donation of supplies.
- √ VACC members are currently discussing how to improve Burnaby's bicycle transportation plan.

An encouraging sign of progress is movement on projects which we have not lobbied for specifically. The City recently applied for provincial Cycle Network Program funding for a short but important connection between the BC Parkway and 45th Av. in Vancouver, and paved shoulders on sections of Rumble and Kensington. If these routes are important to you, let

Council know you like these initiatives.

Who to Contact

One of the best things you can do for this city is to write to Council asking for better cycling conditions:

Mayor Doug Drummond and Council
City of Burnaby
4949 Canada Way
Burnaby, B.C. V5G 1M2

If you have a question about how things work in Burnaby, you might want to call City staff. For general issues, a good place to start is the Planning department. Contact Martin Pardoe at 294-7216 or pardoe@city.burnaby.bc.ca. For issues with specific signals, intersection design, pavement, signage, and maintenance, you can also contact Al Evans at the Engineering department, 294-7538 or evans_a@city.burnaby.bc.ca.

For more info on the VACC Burnaby committee, contact Su-Laine Yeo at syeo@lightspeed.bc.ca or Richard Campbell at 733-1764.

New Westminster at a snail's pace

By **Andrew Feltham**, vacc_nwest@egroups.com, 521-2742

Another civic election has come and gone and the citizens of New Westminster have voted for more of the same. For cyclists in New Westminster this implies three more years of snail's pace progress towards the development of safe and efficient cycle routes in our city. Yes, the thought of having "more of the same" is every bit as appealing as cycling to work in a cold December downpour.

To be fair to our politicians, who must balance the interests of many, there has not been a high profile lobby group promoting the interests of cyclists in New Westminster. Much attention has instead been given to big projects and to very vocal special interest groups.

In order to raise the profile of cycling in New Westminster, the VACC has recently created a subcommittee to provide a forum for the discussion and promotion of cycling issues in the Royal City. The subcommittee is currently in the plenary stages with the first public meeting scheduled to be held in January 2000. The group will be open to anyone interested in cycling in or through the City of New Westminster.

A number of issues have so far been

identified as possible goals of the subcommittee. These include:

- √ Promoting of cycling as a safe, viable and efficient alternative to automobile transportation in New Westminster.
- √ Promoting the official New Westminster Bike Plan, starting with the establishment of the Bicycle Advisory Committee (BAC).
- √ Expressing cyclist's interest during the planning of new corridors, such as the Fraser Foreshore Park, and proposed pedestrian overpasses.
- √ Promoting cycle links to other communities a number of routes are

planned in adjacent cities which could connect with New Westminster routes.

- √ Raising awareness of the dangers and difficulties encountered by cyclists on the bridges of New Westminster. For example the recent restriction of bicycle access to the Pattullo Bridge in absence of public consultation.
- √ Raising awareness of the sorry state of existing bike routes in the city

If you'd like to participate in the discussion and future activities of the group, please join our list serve at www.egroups.com/list/vacc_nwest/info.html, or call me evenings at 521-2742.

Cycling for a Better Community

The lower mainland community you live matters to the VACC. Cycling does not just involve your immediate neighbourhood but several of the ones surrounding yours.

By working with the VACC the entire cycling community benefits through ensuring that inter-municipal connections are made and bikes are getting on to buses.

Fill out the membership form on the last page and join the VACC in working at building better communities through cycling.

Cyclists using canoes at Port Mann?

By Glen Springle, vacc@canada.com

The Port Mann Bridge committee of the VACC has been hard at work challenging the Ministry of Transportation and Highways to seriously consider how they can incorporate a cycling facility into the Port Mann Bridge HOV upgrade project.

The committee prepared a comprehensive proposal for Minister Lali outlining why a cycling facility is needed right now, along with several solutions for how it could be achieved. Through the VACC's membership in the British Columbia Cycling Coalition, committee members were also able to arrange a meeting with Minister Lali and senior Ministry staff in early November, to present our concerns and solutions, and to have the Ministry justify their \$30 million cost estimate for constructing a cycling facility. We received answers to questions, received acknowledgement that cyclists input should have been considered much earlier, identified significant reductions in the Ministry's cost estimate as a result of our solutions, and have come within 80cm of having a cycling crossing.

According to Ministry staff, the \$30 million estimate was based on pathway facilities for both the north and south sides of the bridge, and that the high cost resulted

from the major structural modifications necessary to the bridge supports. One of the solutions outlined in the VACC proposal, that the VACC was willing to consider a single pathway for two direction cycling traffic, reduced the cost of constructing a facility by half, because only half of the structural modifications would now be required. The cost of \$15 million dollars would have seen a two direction cycling facility constructed which meets the Ministry's Interim Cycling Policy guidelines.

The VACC proposal (available for viewing at www.vacc.bc.ca) also included several creative solutions, which require between 50cm and 80cm of additional deck width to construct a cycling facility comparable to those on the Pattulo and Alex Fraser bridges. According to Ministry staff, even this small increase in bridge width is enough to require the major structural modifications.

So just what does \$15million dollars get you these days? Looking to the Lions

Gate Bridge offers some insight that priorities, not funding, is the issue that needs to be addressed. For the Lions Gate Bridge reconstruction project, the Ministry estimates that an additional \$10 million dollars has been added to the cost of the reconstruction simply to reduce nighttime closures for motor vehicles. Reducing closures is a convenience with no lasting, long-term benefit. Creating infrastructure, like a Port Mann Bridge cycling crossing, offers continuing benefit for several decades into the future, and rewards people who contribute to reducing congestion in the region.

So, will there be a cycling facility in the HOV upgrade? Unless the Ministry of Transportation and Highways can find a way to squeeze in 80cm of additional width, the answer is maybe. The VACC and BCCC have asked the Ministry to offer cost estimates for one further option which could still make a cycling crossing possible. In the mean time, carry a canoe.

www.vacc.bc.ca

BCCC rolls over the clock

By Colin Brander, ccb@canada.com

The BC Cycling Coalition has had a very successful year. Currently, the BCCC represents approximately 5,000 cyclists across the province. The BCCC has already had a significant impact and our persistence is paying off.

We have had three meetings with the Minister of Transportation and Highways (MoTH), Harry Lali. Two of those meetings dealt mainly with issues that impact the VACC and it's members (the Lions Gate and Port Mann Bridges). While we didn't get everything we wanted from these meetings, MoTH is beginning to realize that we are a force to be reckoned with and that they need to work with us. It is through the co-operation between the BCCC and the VACC that we were able to meet with the minister to discuss these issues.

As well, the BCCC had workshops with MoTH staff on the Cycling Policy (which is expected to be finalized by the end of the

year) and on rumble strips. The Cycling Policy calls for the creation of a provincial BAC and for a provincial Bicycle Coordinator. MoTH staff are quite pleased about the formation of the BCCC, as they now have a single point of contact to discuss provincial issues with and they now want to meet with us regularly.

We have made inroads with ICBC. Francis van Loon sits on ICBC's President's Advisory Committee and on the Road Safety Committee with Peter Stary. A new ICBC Cycling Advisory Committee has been formed, chaired by Francis and there are at least two other VACC members on this committee. In January, the BCCC will be making a presentation on potential changes to the Motor Vehicle Act to the Cycling Advisory Committee. As well, we continue to provide input into the revised drivers manuals.

We will continue to take on new

projects, such as tackling issues related to cyclists' access to BC Ferries and it's terminals. We hope to continue to increase the number of member organizations and the number of cyclists who we represent. We need to continue to develop contacts in other areas of the province so that we can share information to better understand the issues around the province and to ensure that the Cycling Policy is implemented fairly and consistently. The strength of the BCCC comes from the close co-operation and knowledge of it's member organizations like the VACC. It is important to keep the BCCC aware of any issues that are of a provincial nature. If you have any issues that you think that the BCCC should take on, please let me know and I will take them to the board. Please check our website for more information at www.bccc.bc.ca.

Happy Cycling!

Bikes on SkyTrain: A Year Later

By Marion Orser, morser@canada.com

It is now one year since our first article identifying the three issues of concern for cyclists for the SkyTrain Extension:

- ✓ Bikes on the right of way (ROW)
- ✓ Bikes on the trains, and
- ✓ Secure bicycle lock up at the stations.

After countless meetings, letters, telephone conversations, where do we stand?

Bikes on the right of way

First let me tell you that as part of the SkyTrain Review it was recommended that a greenway/cycle path be built. This route was called the Legacy Program. It was recommended that it not be completely on the ROW as in some parts there were alternate routes that were more straight forward, flatter and generally more amenable for non motorized transportation and recreation. To this date this excellent report is sitting on the shelf. Meantime a few other options have gradually come into being.

In New Westminster a park along the foreshore is to be built. This is a one kilometre park in front of Fraserview neighbourhood. It will have a walking/recreation trail as well as a bicycle path. The GVRD has proposed a pilot Greenway from Burnaby Mountain to the Quay in New

Westminster. This Greenway will go along the Brunette River and then eventually into the Quay.

In Burnaby there to date are no provisions for a Greenway/cycle route from approximately Kensington Avenue to Vancouver except along the Lougheed Highway. Although efficient for cycling the Lougheed is hardly conducive to a pleasant, comfortable ride.

Vancouver has managed to glean municipal integration funds (MIF) for a part of their greenway/cycle route.

The end result to present is a discontinuous trail. VACC will continue to lobby the provincial government to institute the principals of the Legacy Program.

Bikes on the trains

TransLink has become the regional authority for transit in the past year. In that time intermodal transportation has generally been improving. We now have bike racks on many buses. RPTO and Bombardier have stated that bikes could be accommodated on the new Mark II cars. Translink on the other hand have still not made a policy decision regarding bikes on the trains. VACC has written to George Puil and the board reminding them this will be a decrease in service if not instituted. Some of the current bus lines that have bike racks

will no longer run or their routes will be shortened for example the 99 B line will run to Commercial only. Continue to lobby TransLink for bikes on the trains.

Secure bike lock-up at stations

All stations will have 10 lockers on monthly rental and bicycle racks. Although VACC have lobbied for day use lockers, to this point we have been unsuccessful. There is little information regarding other cities that use these except as private business. Of course there must be sufficient use before this is financially feasible. Hopefully as the region becomes less car dependent this will be an option for the future.

Yes, still lots of work to be done.

What can you do?

Write or call the following people and remind them of this program and the benefits. Your local MLA, the minister responsible for SkyTrain Jenny Kwan, Acting Premier Dan Miller, and the minister of the Environment Joan Smallwood.

Either write or fill in the questionnaire from TransLink and specify your desire for Bikes on SkyTrain. Remember to commend TransLink for their decision to incorporate monthly rental lockers at all stations. However continue to request day use lockers.

Year 2000 Cycling Network Program

By Ken Wuschke, wuschke@canada.com

These are the responses we received by press time for submissions for next year's Cycling Network Program.

BOWEN ISLAND: Became a municipality in December, therefore there are no CNP applications prepared.

BURNABY: Rumble St - Shoulder paving between Patterson and Nelson (1350m); the effective lane width will be increased to 4.3m (14').

BURNABY: Kensington Av - Shoulder paving between Parkcrest and Halifax (200m); the effective lane width will be increased to 4.3m (14').

BURNABY: Developing an official connection between the BC Parkway and Vancouver's Ridgeway Greenway at Boundary and 45th Av though Central Park.

DELTA: 52nd St from Hwy 17 to 28th Av. Widening 1700 metres of road to provide cycle shoulders.

DELTA: 28th Av from 52nd St to 53rd St (Arthur Dr). Widening 200 metres of road to provide cycle shoulders.

DELTA: Imperial Village Park pathway in Tsawwassen. This will be a 200 metre off-street path that is 3 metres wide. It is intended to avoid a steep hill on 52nd St while providing a link in the Boundary Bay-Tsawwassen Ferry route.

NORTH VANCOUVER CITY: Low Level route continuation along the north side of Cotton Rd to avoid the road narrowing at Kennard Av.

NORTH VANCOUVER DISTRICT: Did not apply for CNP funding for 2000. Will be

finalizing designs and conducting public process for 2001 funding.

UBC: Did not apply for CNP funding for 2000 as it currently has no needs meeting the CNP criteria. UBC TREK Program Director Gord Lovegrove said that the CNP parameters should be changed to include end-of-trip facilities like bike racks and other amenities.

VANCOUVER: Ridgeway East: a bikeway/greenway extending the existing Ridgeway route from Victoria Drive to Central Park.

VANCOUVER: Portside: a bikeway/greenway which is a part of the Trans-Canada Trail. Travel east from Burrard View Park along Wall St, then parallel the CP Rail tracks to Burnaby's Montrose Park.

Frustration at the Massey Tunnel

By Shannon Craig

I am writing this letter after a rather frustrating experience attempting to ride my bicycle from the Tsawwassen Ferry Terminal into the City of Vancouver. My return trip attempt several weeks later was also a disaster.

My bike and I were loaded up with camping gear for a six week cycling trip through the Maritimes. I disembarked from the ferry with every intention of beginning my bicycle trip by cycling into Vancouver without the assistance of bike rack-equipped buses. I had some sort of misguided notion that this should be a relatively straight forward exercise, if I merely followed the bike route signs and caught the shuttle bus which went through the George Massey Tunnel.

I continued along Highway 17 until I reached a bike route sign which directed me to cycle up an exit against the flow of traffic. Naturally, I was somewhat puzzled by this and had stopped on the highway to consider what I should do. Luckily, a kindly

bus driver stopped and assisted me to load my bike in the pouring rain. He commented that I could have "gotten myself killed" and wondered what the #@? I was doing. I replied that I was merely trying to follow the bike route into Vancouver.

On my return trip several weeks later I vowed that I would not "cop out" by taking a bus and was determined to cycle from downtown to the ferry, again, with the assistance of the tunnel shuttle bus. I decided some prep work was necessary and received a number to call for information from the City of Richmond, however, there was never any answer.

Undaunted, I met a cycling friend for lunch who took me to a bicycle shop where I was informed of the times that the shuttle operated and was told that if I followed the bike route signs I should find the departure point "no problem."

I started out with high hopes, following Highway 99 out of town. Attempting to cross what I assume was the Oak Street Bridge I

was nearly killed. I believe that I was supposed to be on the sidewalk but by the time I realized this it was too late. I wanted to continue over the bridge on Hwy 99 but was forced to exit or be struck by exiting traffic.

What then followed was an attempt to escape from Richmond and find a way of re-entering the highway. One bike route sign led me to the highway where another sign informed me that bicycles were not allowed on that route. I was eager to return home after such a long journey and was actually in tears. Eventually, I made my way to the airport and placed my bike on a bus which took me to the ferry (a later sailing then I had originally intended, I might add).

I am writing this letter in hopes that some of these problems with routing and signage can be resolved for any future cyclists who idealistically attempt to cycle into Vancouver without the assistance of public transit. I, for one, have learned my lesson and am unlikely to attempt it again!

Continued from page 1.

Regional Network

or not. TransLink should commit to upgrading the bicycle facilities on these roads.

As well as providing good, quick routes for experienced cyclists, the MRN roads are also important routes for all cyclists at night when lonely unlit routes may be unsafe.

Route selection is a time consuming process. It can be a potentially emotional issue as everybody has their favorite routes. We must concentrate on gaining support and funding for the network now and not get bogged down in debate over route selection. Preliminary route selection can be done now. Resources should be allocated during the first year to finalize the network routes and the priorities for upgrading and completing these routes. This should include consultation with cycling groups, cyclists and the general public. The routes should be re-examined from time to time.

Many of the region's important roads and bridges are still under provincial control. These routes are important links in the RBN. Major improvements are required to the bicycle facilities and access to most bridges. The VACC proposes the province commit to upgrading two bridges and their access per year and match TransLink's funding for the Network. This commitment would be in addition to the existing Cycling Network Program. The RBN should be a joint project between TransLink, the municipalities, and the Province.

The cost of building a RBN has not yet been determined. Judging by experience in other regions, \$20 million dollars per year will be required to build a good network quickly. If the costs are shared between, TransLink, the provincial and municipalities, this level of funding is within the realm of possibility.

Portland, Oregon is spending around US\$15 million per year on cycling, Houston, Texas is spending US\$10 million per year and Sydney,

Australia is spending AUS\$25 million per year on cycling. This level of funding should get us a quality network in a reasonable amount of time.

TransLink's annual budget is over \$500 million and is rising to over \$700 million in five years. Currently around 1.7% of trips in the region are by bicycle. With a good bicycle network, this could easily rise to 5%. While some may think \$20 million per year is too much to spend on cycling, 4% of the overall budget it is a bargain compared to other forms of transportation.

Contact the TransLink board of directors. Tell them you support a regional bicycle network and TransLink funding of the network.

Board of Directors; TransLink; 1700-4720 Kingsway;
Burnaby, BC V5H 4N2
Tel: 453-4500 Fax: 453-4626

Contact the Minister of Transportation and Highways. Encourage the province partner with TransLink on the implementation and funding of a regional bicycle network.

The Honourable Harry Lali; Minister of Transportation & Highways; Parliament Buildings; Victoria, BC V8V 1X4
Fax : (250) 378-6092 Harry.Lali.Office@leg.bc.ca

As well, contact your local mayor and council and encourage them to support the network. And if your municipality has a bicycle advisory committee ask them to write a letter of supporting the RBN to the TransLink board.

Encourage your friends to contact the above people as well.

For more information or to help the Vancouver Area Cycling Coalition on its campaigns, contact Richard Campbell at 733-1764 or campbell@cs.sfu.ca.

Your bicycle person at city hall

MUNICIPALITY NAME PHONE FAX E-MAIL

| | | | | |
|----------------------------------|---------------------|------------------|--------------------|----------------------------------|
| Port Moody | Ron Higo | 604-469-4557 ... | 604-469-4560 | Ron_higo@city.port-moody.bc.ca |
| Richmond | Steve Hutchison | 604-276-4032 ... | 604-276-4177 | Shutchison@city.richmond.bc.ca |
| Richmond | Victor Wei | 604-276-4131 ... | 604-276-4177 | vwei@city.richmond.bc.ca |
| Richmond | Jane Fernyhough | 604-276-4288 ... | 604-276-4132 | jfernyhough@city.richmond.bc.ca |
| Surrey | Brad Fisher | 604-591-4214 ... | 604-591-8693 | Bfisher@city.surrey.bc.ca |
| University Endowment Lands | Eric Peterson | 604-660-1808 ... | 604-660-1874 | Epeterson@hq.marh.gov.bc.ca |
| Vancouver | Peter Stary | 604-871-6437 ... | 604-8716192 | Peter_stary@city.vancouver.bc.ca |
| West Vancouver | Gordon MacKay .. | 604-925-7157 ... | 604-925-5968 | Not Available |
| White Rock | Tom Leathem | 604-541-2193 ... | 604-541-2190 | tleathem@city.whiterock.bc.ca |

AGENCY NAME PHONE FAX E-MAIL

| | | | | |
|-------------------------------------|--------------------|------------------|--------------------|----------------------------------|
| BCTFA | Dave Bachynski . | 250-387-4569 ... | 250-356-6970 | Dave.bachynski@gems6.gov.bc.ca |
| GVRD Parks Department | Don Watmough .. | 604-432-6358 ... | 604-432-6296 | Dwatmoug@gvrdbc.ca |
| MoTH, Howe Sound District | Pierre Rasoldier . | 604-981-0059 ... | 604-981-0064 | Pierre.rasoldier@gems4.gov.bc.ca |
| MoTH, Lower Mainland District | Katherine McCune | 604-660-8312 ... | 604-660-9736 | Katherine.mccune@gems7.gov.bc.ca |
| TransLink | Helen Cook | 604-453-4563 ... | 604-453-4628 | Helen_cook@translink.bc.ca |
| UBC | Gord Lovegrove . | 604-822-1304 ... | 604-822-3250 | Lovegrove@exchange.ubc.ca |

Tell a friend about the VACC!

We are always looking for cyclists trying to help improve the lower mainland's cycling network -- both at the local and the regional levels. If you are already a member then tear off the application form and pass it on to a friend!

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 The 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
- \$ 5.00 Each Additional Individual
- \$80.00 Corporate/Organization

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

Thank you!

Your bicycle person at city hall

These two pages are a continuing tradition of the VACC. To help you with getting the right person at City Hall regarding cycling issues we have prepared this listing of staff members from across the Lower Mainland. We hope that you will cut this sheet off and put it on refrigerator so that you have it as a quick reference.

Also look for updates in future editions of The Urbane Cyclist. We try to keep aware of any staffing changes but this isn't always easy. Should you see something wrong this list then call 731-6220 or e-mail vacc-news@canada.com and we will publish the correction as soon as possible.

In the meantime happy cycling for year 2000!

| MUNICIPALITY | NAME | PHONE | FAX | E-MAIL |
|---------------------------|-------------------|------------------|--------------|-------------------------------------|
| Anmore | Howard Carley ... | 604-469 9877 ... | 604-469 5037 | howard.carley@anmore.com |
| Belcarra | Larry Scott | 604-937-4100 | 604-939-5034 | lgscott@vob.belcarra.bc.ca |
| Bowen Island | Rick Page | 604-947-0243 | 604-947-4255 | Not Available |
| Burnaby | Al Evans | 604-294-7538 | 604-294-7425 | Evans_a@city.burnaby.bc.ca |
| Burnaby | Martin Pardoe | 604-294-7216 | 604-294-7220 | Pardoe@city.burnaby.bc.ca |
| Coquitlam | Jin Fan | 604-927-3414 | 604-927-3405 | Fjin@city.coquitlam.bc.ca |
| Delta | Rick Walters | 604-946-3245 | 604-946-7492 | Rwalters@corp.delta.bc.ca |
| Langley, City | Bob Hummel | 604-514-2827 | 604-530-4371 | Bobh@city.langley.bc.ca |
| Langley, Township | John Manson | 604-533-6147 | 604-533-6098 | John_manson@township.langley.bc.ca |
| Lions Bay | Bernice Pullen | 604-921-9333 | 604-921-6643 | Not Available |
| Maple Ridge | Bruce McLeod | 604-467-7343 | 604-467-7331 | Bmcleod@district.maple-ridge.bc.ca |
| New Westminister | Mark Allison | 604-527-4654 | 604-527-4564 | Mallison@city.new-westminster.bc.ca |
| North Vancouver, City | Kevan Delaney | 604-985-7761 | 604-985-8439 | Kdelaney@city.north-van.bc.ca |
| North Vancouver, District | Brian Edey | 604-990-2414 | 604-987-7185 | Bike@dnv.org |
| Pitt Meadows | James Storey | 604-465-2429 | 604-465-2450 | Jstorey@pittmeadows.bc.ca |
| Port Coquitlam | Cheryl Zipper | 604-927-7905 | 604-927-7910 | Zipperc@city.port-coquitlam.bc.ca |

JOIN THE VACC !

YES, I WANT TO CYCLE FOR A BETTER COMMUNITY.



I want to contribute on these working groups:

- Burnaby Committee
- New Westminister / Pattullo Committee
- North Shore / Lions Gate Committee
- Port Mann Bridge Committee
- SkyTrain Committee
- Communications Committee
- I want to create a community committee for:

1st Person: _____

2nd Person: _____

Address: _____

City: _____

Postal Code: _____

Phone: _____

E-mail: _____

The VACC does not sell or give out address information.

Please turn over...