

the Urban cyclist

March 2001, Issue 9

www.vacc.bc.ca

The Vancouver Area Cycling Coalition quarterly

Queensborough Bridge needs improving

By Michele Jacob and Andrew Feltham

The VACC recently brought to the attention of the new Minister of Transportation and Highways, the Honourable Helmut Giesbrecht, several safety concerns with, and the real impediment created by, the Queensborough Bridge and its access ramps.

For cyclists, as for automobile traffic, the Queensborough Bridge and its intersecting roads provide important connections between the communities, places of work, and facilities situated along the Fraser River. However, the bridge infrastructure was clearly not designed to accommodate cyclists. Thus, the many cyclists who regularly cross the bridge do so with compromised safety. For cyclists not actually crossing the bridge, but wishing to cross from one side of the access ramps to the other, the current maze of roads presents a difficult or impassable barrier. The connections between the routes meeting at the bridge are not safe or practical.

As the Queensborough Bridge presents such a barrier to cyclists, it limits the growth of cycling as an alternative mode of transportation within the Lower Mainland. This is unfortunate, given the increasing demand for alternatives to the automobile. Moreover, the many improvements to cycling infrastructure currently underway in the vicinity of the bridge, such as New Westminster's cross-town cycle route on 7th Avenue, cannot be fully effective if the bridge and access routes to the bridge are not made safer for cyclists. Although the VACC strongly encourages a complete upgrade of the bridge to modern multi-user standards, we recognize that the costs are significant.

There are, however, a number of low-cost improvements that could be made that would address some obvious safety issues. As it is our interest to promote cycling and, in particular, safe cycling, we would like to offer some suggestions on how this bridge can be made safer and more bicycle-friendly.

Below is a list of specific concerns and suggestions on how these concerns might be practically addressed, within the context of the existing bridge infrastructure.

The VACC is requesting of Mr. Giesbrecht that we meet with a member of the Ministry of Transportation and Highways to review the items



Issac and Sheila enjoy the sun and the open road in North Delta.

on this list and perhaps take a tour of the bridge from the perspective of a cyclist.

Concerns and Recommendations

West Sidewalk

- At 1.4 metres the bridge sidewalk is too narrow to allow the safe passage of a cyclist with other cyclists or pedestrians. Therefore, provide signage that promotes Cycling and Pedestrian courtesy on the bridge sidewalks. (For example: cyclists yield to pedestrians; southbound cyclists yield to northbound cyclists).
- The bridge railing is too low and can be quite unnerving, especially when travelling against the flow of traffic. Possible solution is to increase the height of the railing so that it corresponds to modern standards of 1.4 metres for railings on pedestrian/cyclist routes.
- The chain link fencing intended to protect the railway tracks below the bridge is dangerous, as there is a possibility of handlebars getting caught in the fence links and setting a cyclist off balance. Improve this by placing a chain link fence on the outside of the bridge railings or

Please see QUEENSBOROUGH on page 7.

Beyond this page

Question 47	2
The Motor Vehicle Act	3
Holistic transportation	3
The ugly, the bad	4
SkyBike is coming	5
Bike touring seminar	5
Bike calendar	6

the Urbane cyclist

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

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The VACC Board of Directors is open to all interested in bicycling in Greater Vancouver. Meet on the second Wednesday of each month at 6:30 pm.

Mar 14 W. 10th Av, Vancouver
 Apr 11 34-6th St, New West
 May 9 55 W. 10th Av, Vancouver

INTERNET

..... by sending an email to@vacc.bc.ca

SOMETHING TO SAY?

..... (400 words or less) and letters In Greater Vancouver.

..... may be sent to:
 THE URBANE CYCLIST
 VANCOUVER AREA CYCLING COALITION
 PO BOX 40074 RPO ROYAL CITY
 VANCOUVER BC V6M 6J7

..... e-mail: vacc@canada.com.

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

NEXT DEADLINE
FRIDAY, MAY 4TH, 2001

Every five years the federal government takes a snapshot as to what Canadians are doing. The next time will be on May 15th. You may not realize it, but the census has become important for cyclists. Question 47 of this year's census is rather important in getting a glimpse into one portion of the world of cycling.

Question 47 is a simple inquiry, "How did this person usually get to work?" The census gives eight possible answers that you can check off including by "bicycle". When combined with the Question 46 of the census it is possible to determine approximately how far people commute between home and work, and by the overall transportation method.

These two census questions are part of a series of nine questions dealing with your employment at the job where you worked the most hours since January 1st, 2001. And it is information about this job that Statistics Canada would like to know about.

In 1996, Canadians were asked a similar series of questions and Greater Vancouver did reasonably well overall. Victoria (4.9%) and Ottawa-Hull (2.1%) surpassed our region's 1.7% of people using bicycles over other transportation methods. A closer look into the figures reveals that Vancouver actually surpassed the number of commuter cyclists in Victoria by more than double. On the south end of the Island there were 6,645 people who bike to work in 1996. Meanwhile the Lower Mainland had some 13,725 people out commuting by bicycle.

However, these percentages and numbers do not represent all cyclists.

Question 47 is limited to those people who are employed. It does not take into account full-time post-secondary students, nor does it accommodate children under 15 years of age. Both of these groups tend to have a fair amount of cyclists within them. And these are rather large segments of the region's transportation picture. For instance, UBC has approximately 35,000 students who go there. This is bigger than the city of Penticton. Sadly Statistics Canada is ignoring these significant user groups of the transportation network.

Also, Question 47 does not allow for intermodal trips. Transportation planners define intermodal as those people who take two different modes of transportation in a given trip. For example, a person partially cycles and partially takes the bus by using a bike rack. Question 47 asks which method you travel the furthest by. Therefore, a Maple Ridge citizen living near 216th Street and 123rd Avenue who works on Granville Island and uses the West Coast Express with her bicycle can not mention the bicycle use on the census. This is because the train portion is 41 kilometres and 6.5 kilometers by bike. The problem is that we will never know how many people do intermodal bike trips.

Within Canadian terms both Victoria and Vancouver share a climate that is highly conducive towards commuting by bike. While Greater Vancouver commuting population is just under 2%, Victoria leads the nation with 15%. If the climate is similar, then what makes the big difference?

This could be due to several factors. One likely factor is the commute distances in Vancouver are longer than those in Victoria. In the Capital Regional District 52.2% of those people who travel to work live within five kilometres of their employment. Meanwhile the percentage of people who live within five kilometres of work in Greater Vancouver is 33.8%. In other words, it may be that bicycle commuting is more popular in Victoria because of the shorter commute distances.

Regardless of the numbers, the burning question remains as to how we can get more people to cycle to work more often? Agencies such as the GVRD and TransLink should conduct surveys of the public as to why they are discouraged from cycling to work. In addition, there should be more education on how practical cycling can be for getting around the region.

Also, the various cycling, pedestrian, and transit advocacy groups across Canada have to start lobbying the Minister Responsible for Statistics Canada, the Honourable Brian Tobin, to change the census questions to better reflect the commuting habits of all Canadians who work and go to school. Without this information we will be unable to plan improved better bicycle and transit networks adequately. There are a lot of cyclists out there. It is crucial that Statistics Canada counts all of them.



The MVA – wheels are in motion

By Colin Brander

There was a recent court case in Victoria involving Steve Balyi, a cyclist who was charged under the Motor Vehicle Act (MVA), Section 183 (2) (c), which says that a cyclist must ride as near as practicable to the right side of the highway. Steve's argument was that he was riding as near to the right as practicable given the circumstances. The circumstances included the fact that he was pulling a trailer and that the road ahead split into two lanes, one of which was a right turn only lane and that he was positioning himself to be to the left of the right turn only lane as cyclists are trained to do. Steve won his case, as the judge agreed with his assessment of the circumstances.

Does this case mean that this section of the MVA is no longer valid? No, the clause stands as it did before. What the court decision does give is an interpretation of what this clause means under this or other similar situations. I believe that this case does not set a precedent, but that the judgement can be used as another piece of evidence in future cases.


Early last year, the BC Cycling Coalition (BCCC) MVA Committee made a presentation to the ICBC Cycling Advisory Committee (CAC), on changes we would like to see made to the Motor Vehicle Act (MVA). The ICBC CAC

endorsed the proposed changes in principle and requested that ICBC work with both the ICBC CAC and the BCCC to discuss these changes. Among the recommendations are changes to section 183 (2) (c). The BCCC committee recommended that this clause be changed to read:

“Every person operating a cycle upon a roadway at a rate of speed less than the normal flow of traffic at the particular time and place shall ride as near to the right side of the right through lane as is safe except under any of the following situations: (1) When overtaking and passing another cycle or vehicle proceeding in the same direction. (2) When preparing for a left turn at an private intersection or into a road or driveway. (3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, cycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a “substandard width lane” is a lane that is too narrow for a cycle and a vehicle to travel safely side by side within the lane, (4) When approaching a place where a right turn is authorized, (5) Any person operating a cycle upon a roadway of a highway,

which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable.”

Will Steve's court victory help our cause to push for this and other changes? At this point, it is hard to say if it will make a difference, but this may give us the boost we need to convince ICBC that this controversial section needs to be improved. The BC MVA is badly out of date and needs to be brought up to date and more in line with those acts in other jurisdictions. We are not asking for anything new, we are only asking for clauses that have shown to be effective elsewhere.

Since our presentation to ICBC, they have reviewed our recommendations and they are ready to sit down with us to discuss these changes. As well as ICBC staff and others, the committee consists of three BCCC Directors; Francis van Loon, Peter Stary and myself. We are currently working on setting up a meeting date within the next month or so. While we realize that we will not get all the changes we would like, we are optimistic that we will convince them to make significant changes to bring the act up to modern standards. 

A holistic transportation vision for BC

By Ian Fisher and Ken Wuschke

Over the past year the BCEN Transportation Caucus has worked to develop a vision statement summarising the 26-member caucus's priorities and direction. The steering committee has been careful to ensure that the statement is designed for province-wide applicability and so reaches beyond the major metropolitan areas.

The caucus's overriding principle is that it should be possible to travel throughout the province without the use of an automobile, whether it be by bus, train, bike, ferry or foot. Furthermore, the attractiveness of transportation choices needs to be enhanced by ensuring that travel by automobile is priced to reflect the true cost of driving.

How can this vision be achieved? Here are some of the supportive policies that the caucus is advocating:

- Creating an integrated intermodal transportation system so that people can travel within and between BC communities without the use of a car or inconvenient transfers. Some examples:
- Ensuring that local transit systems

connect with intercity systems (buses, trains, ferries) and that these connections are promoted and that schedules are co-ordinated. Likewise, ensuring that intercity terminals, such as bus depots, are conveniently located for transit, pedestrian and cyclist access.

- A co-ordinated travel information system to allow one-stop shopping for users of a fully integrated transportation network.
- Ensuring that all public transportation systems are accessible to cyclists and persons with disabilities without punitive fares or permit requirements.
- Building connections between adjacent local transit systems and between other modes of public transportation such as BC Ferries. Some examples: linking transit systems in Nelson/Castlegar/Trail, Penticton/Kelowna/Vernon, and Squamish/Whistler/Pemberton; and transit connections to the Mill Bay and Duke Point ferry terminals.
- Improved bus purchasing practices to

ensure that buses are comfortable, accessible, and do not impose excessive impact (e.g. noise) on the communities that they serve.

- Provincial support for extending additional Amtrak passenger train service to Vancouver to improve cross-border connections.
- Inclusion of transit-priority measures in road projects where appropriate. (HOV projects that add a travel lane and result mainly in an increase in general traffic capacity are, however, not supported.)
- All road facilities and bridges in the province to be accessible to cyclists within ten years.
- Road safety modifications intended for one user group (e.g. rumble strips) should not jeopardise the safety of all other user groups, including pedestrians or cyclists.
- Reformation of the Motor Vehicle Act, including a change in its title, to reflect

The ugly, the bad and the good

By Colin Brander

As cycling advocates, we always need to keep pushing to make sure that the facilities that we need are built and that the laws that make sense are enacted. It is often an uphill struggle, but over time we generally do make progress. While we are working hard at this, we also have to make sure that what we have fought so hard for in the past is not eroded by the shortsighted thinking of bureaucrats or politicians who think they know better. This is exactly what could happen shortly in Texas and Montana. Why should we care about what is going on in some other jurisdiction? We need to keep in mind that most traffic and vehicle acts over time become quite similar. Laws like the mandatory side path rule are now disappearing in most places. What happens in Texas or Montana could also start happening in other areas. Including BC, if these measures gain support and public acceptance.

The Ugly

Currently, there is a law being proposed in Montana that would require cyclists cycling outside of urban areas, to cycle against the flow of traffic. This type of law perpetuates the myth that cyclists are just pedestrians with wheels. As educated cyclists, planners and engineers know, cyclists fare best when they act and are treated as drivers of vehicles. (See <http://data.opi.state.mt.us/bills/2001/billhtml/HB0212.htm>.)

The Bad


In Texas, there are two laws currently under consideration. The first law SB238, proposes that groups of three or more cyclists may not ride on a "farm to market" or "ranch to market" roads that do not have improved shoulders and would require cyclists to wear or display a slow moving vehicle" triangle. Two time Tour de

France winner and Texas native, Lance Armstrong has spoken out against this law. The second bill would completely ban all bicycles from roads with a speed limit of 55 mph or higher, with traffic volume of 2400 vehicle trips per day and without improved shoulders. This would effectively ban cyclists from about most of the roads in Texas. John Forester has written a letter opposing this bill. (See <http://www.biketexas.org/bills.html>). The official rationale for the Texas bills is that cyclists on the roadway are a safety hazard. The Texas Bicycle Coalition contends that this is an issue of enforcement of cyclists riding two abreast and impeding traffic and motorists passing when it is unsafe to do so and endangering the lives of themselves and others. In the case of the two Texas bills, you can e-mail the sponsor of the bill at the above noted web site and go to the appropriate bill and clicking on sponsor. I know that I boycott any jurisdiction that passes such ludicrous laws, as they don't deserve tourism dollars from cyclists.

The Good

On the positive side, Manitoba MLA, Bill Blaikie recently introduced a motion in Parliament to make talking on cell phones while driving a criminal offence. As vulnerable road users, many cyclists have had close encounters with cell phone impaired motorists. Study after study has come to the same conclusion, that

drunk drivers are as dangerous as drivers talking on cell phones. Nobody is suggesting that we allow drinking and driving as it is a known danger, many people (including myself), believe that driving while talking on a phone should also be made illegal for the very same reasons. A drivers only task is to drive their vehicle safely and the laws need to reflect this, especially as soon, other distracting technologies will be coming to a motor vehicle driving near you..

A proposed bill in Texas called the Matthew Brown Act would require Texas to spend more on cycling facilities and would modernize the rules of the road. Amongst the proposed provisions would be to allow cyclists to ride in the middle of a "full use lane" which we refer to as a sub-standard width lane, a minimum passing distance for motor vehicles passing bicycles of 6 feet for commercial vehicles and 3 feet for others and bicyclists would be able to have a bicycling ticket dismissed by taking a "defensive bicycling" course. (For information on all three proposed Texas bills, see <http://www.biketexas.org/bills.html>.) As well, in Colorado, there is a proposed Bicycle Safety Bill that will improve cycling safety by requiring a minimum three feet passing distance by motorists, as well as other improvements. (See <http://bicyclecolo.org/site/page.cfm?PageID=76>) It is proposed changes like these positive laws that keeps me hopeful for the future of cycling. 

SIDESHOW CYCLES

*manager bob
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6579 victoria dr @ 50th av
vancouver, bc

1 604 323 8477



2001 Annual General Meeting

Sunday, April 29 @ 12 noon

Guest Speakers will be:

Richard Harding, Nanaimo Parks & Recreation
Kelvin Roberts, ICBC Safety Conscious Planning

Maffeo-Sutton Auditorium

285 Prideaux St, Nanaimo

FOR MORE INFORMATION CONTACT Francis van Loon 250-370-0428

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SkyBike coming

By Richard Campbell

After years of lobbying by the VACC and other cycling groups, we are closer than ever before in finally being allowed to take bicycles on SkyTrain. Over the next few months, TransLink will be developing policies on how to accommodate bicycles on SkyTrain. The VACC proposes that bikes be permitted when Mark II cars enter revenue service on the existing SkyTrain line and on opening day of any new extensions.

The VACC proposes that bicycles be permitted on at least one car per train, all directions, during all hours of operation on both existing Mark I and the new Mark II cars. This approach will provide the most flexibility for cyclists, cut down on confusion and require the least enforcement. Of course, at peak hours, there might not be room for bicycles on the cars. We expect and encourage cyclists to respect the comfort and safety of other passengers and not try and squeeze bikes into the cars.

Bicycles are the ideal complement to SkyTrain. Together, they can provide people with the fastest door to door times for many trips. SkyTrain will also provide people a way to get their bicycles home if they get tired, need bicycle repairs, or if the weather turns foul. SkyTrain can also provide a means of transporting one's bicycle across natural and man made barriers such as the Fraser River, Highway 1 and the countless hills, which bless our region.

The Greater Vancouver Regional Bicycle Survey Final Report states that 65.6% of those surveyed would cycle more if bicycles were allowed on SkyTrain.

The West Coast Express is a perfect example of how rail can accommodate bicycles. Many other cities such as Montreal, Calgary, Toronto, Edmonton, San Francisco, New York City, Sacramento, Boston, Portland and most European cities allow bicycles on their rail transit systems.

Action Items

It is still possible that TransLink might find an excuse for not allowing bicycles on SkyTrain. Please write TransLink and tell them it is very important to you that bicycles are allowed on SkyTrain.

Chair George Puil and Board of Directors

TransLink
1700-4720 Kingsway
Burnaby, BC V5H 4N2
Fax: 604-453-4626

A sample letter you can copy and modify as well as the latest updates on this issue can be found at www.vacc.bc.ca/skytrain.



Bike touring seminar

By Bruce Mol

Make sure you attend the Bicycle Touring Seminar on Saturday, March 24th from 11 AM until 4 PM at the Vancouver Racquets Club at 33rd Avenue and Ontario Street in Vancouver. The VACC has joined with the Vancouver Bicycle Club (VBC) to deliver a series of presentations to help novice and experienced cyclists pick up some tips about bicycle touring. We currently have four presentations scheduled and a growing list of awesome prizes.

The presentations begin with VBC members Erich and Leanne who will be showing some vacation slides of B&B tours while talking about the joys of travelling as a couple.

Next up will be Mark from the Mountain Equipment Co-op. Mark will be showing some new clothing and equipment for bike touring and some good cross over products you can use throughout the year.

Bike maintenance guru Peter, from Guywires Cycletech, will be presenting Tips & Tools for Tourists. Peter will demonstrate and discuss what your bike will need before and during a tour.

Our last presentation features Camping Couple Doug and Susan who will disassemble their mock campsite. During the day they will answer one-on-one questions about camping. As our last presentation, they will demonstrate how to divide equipment and balance panniers.

But that's not all! There will be tables occupied by cycling groups and touring businesses. Tour du Canada will be there and so will Tour BC.

Our goal is to have someone to answer any question about bike touring. In the table space area, cycling association volunteers will be representing the benefits of joining cycling associations. Some are even bringing their personal photo albums!

Admission is free and there will be free SECURE bike parking! Keep updated on the event and sponsor prize donations by checking www.gonecycling.com/touring.html.



WORK WITH THE VACC

YES, I'M WILLING TO WORK AT IMPROVING CYCLING!

I want to volunteer on these working groups:

- Burnaby Committee Chrystal 604-521-2801
- Delta/North Surrey Committee Sheila 604-930-1673
- New Westminster Committee Andrew 604-521-2742
- North Shore Committee Ken 604-731-6220
- South Surrey/White Rock Committee Jean 604-531-3484
- Tri-Cities Committee Ken 604-731-6220
- Vancouver Committee Rachel 604-254-3554
- SkyTrain Committee Marion 604-520-7636
- Communications Committee Ken 604-731-6220
- Also I want to contribute to the VACC by doing the following:

Can-Bike "The Drivers Course for Cyclists"



Feel Better in Traffic

Phone Bruce 604-519-1442
or e-mail
bruce@gonecycling.com

www.gonecycling.com/canbike.html



- Wed Mar 7 @ 7:00 PM Richmond CCC
Richmond City Hall 6911 No. 3 Rd, Richmond
Victor Wei 604-276-4131
- Wed Mar 14 @ 6:30 PM VACC Board Meeting
Firehall Library 1455 W 10th Av, Vancouver
Colin Brander 604-733-9265
- Wed Mar 21 @ 5:30 PM Vancouver BAC
Vancouver City Hall 453 W 12th Av, Vancouver
Laura Kazakoff 604-871-6353
- Sat Mar 24 @ 11:00 AM VBC/VACC Bike Touring Seminar
Vancouver Racquets Club 4867 Ontario St, Vancouver
Rachel Jameison 604-254-3554
- Mon Mar 26 @ 6:30 PM VACC New Westminster Meeting
Sanctuary Foundation 34-6th St, New Westminster
Andrew Feltham 604-521-2742
- Wed Mar 28 @ 6:30 PM VACC Vancouver Meeting
Firehall Library 1455 W 10th Av, Vancouver
Rachel Jameison 604-254-3554
- Sun Apr 1 @ 1:00 PM VBC's Bike Fitting Seminar
SPEC House 2150 Maple St, Vancouver
David Poon 604-322-1742
- Mon Apr 2 @ 7:00 PM Maple Ridge / Pitt Meadows BAC
Maple Ridge District Hall 11995 Haney Pl, Maple Ridge
Bruce McLeod 604-467-7342
- Wed Apr 4 @ 7:00 PM North Vancouver JBAC
North Vancouver City Hall 141 W 14th St, North Vancouver
Kevan Delaney 604-983-7395

- Wed Apr 4 @ 7:00 PM Richmond CCC
Richmond City Hall 6911 No. 3 Rd, Richmond
Victor Wei 604-276-4131
- Wed Apr 11 @ 6:30 PM New Westminster BAC
New Westminster City Hall 511 Royal Av, New Westminster
Edwina Steere 604-527-4580
- Wed Apr 11 @ 6:30 PM VACC Board Meeting
Sanctuary Foundation 34-6th St, New Westminster
Colin Brander 604-733-9265
- Sun Apr 15 VACC Central Valley Greenway Ride
1st meet point @ 10:45 AM..... Broadway & Victoria, Vancouver
2nd meet point @ 11:15 AM . Lougheed & Boundary, Vancouver
Richard Campbell 604-733-1764
- Wed Apr 18 @ 5:30 PM Vancouver BAC
Vancouver City Hall 453 W 12th Av, Vancouver
Laura Kazakoff 604-871-6353
- Thu Apr 19 — All day Car Free Day
Everywhere in the City of Vancouver Try not using your car.
Fred Bass 604-873-7240
- Fri Apr 20 @ 9:00 AM MoTH PACC
MoTH Headquarters 940 Blanchard St, Victoria
Alan Callander 250-356-5563
- Wed Apr 25 @ 6:30 PM VACC Vancouver Meeting
Firehall Library 1455 W 10th Av, Vancouver
Rachel Jameison 604-254-9554
- Sun Apr 29 VACC Central Valley Greenway Ride
1st meet point @ 10:45 AM..... Broadway & Victoria, Vancouver
2nd meet point @ 11:15 AM . Lougheed & Boundary, Vancouver
Richard Campbell 604-733-1764
- Sun Apr 29 @ 12 noon BCCC AGM
Maffeo-Sutton Auditorium 285 Prideaux St, Nanaimo
Francis van Loon 250-370-0428
- Mon Apr 30 @ 6:30 PM VACC New Westminster Meeting
Sanctuary Foundation 34-6th St, New Westminster
Andrew Feltham 604-521-2742
- Wed May 2 @ 7:00 PM North Vancouver JBAC
North Vancouver City Hall 141 W 14th St, North Vancouver
Kevan Delaney 604-983-7395
- Wed May 2 @ 7:00 PM Richmond CCC
Richmond City Hall 6911 No. 3 Rd, Richmond
Victor Wei 604-276-4131
- Mon May 7 @ 7:00 PM Maple Ridge / Pitt Meadows BAC
Pitt Meadows District Hall 12007 Harris Rd, Pitt Meadows
Bruce McLeod 604-467-7342
- Wed May 9 @ 6:30 PM VACC Board Meeting
Firehall Library 1455 W 10th Av, Vancouver
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Vancouver City Hall 453 W 12th Av, Vancouver
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- Mon May 28 @ 6:30 PM VACC New Westminster Meeting
Sanctuary Foundation 34-6th St, New Westminster
Andrew Feltham 604-521-2742
- Wed May 30 @ 6:30 PM VACC Vancouver Meeting
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JOIN THE VACC !

YES, I WANT TO CYCLE FOR A BETTER COMMUNITY.

1st Person: _____

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E-mail: _____

The VACC does not sell or give out address information.

The VACC reserves the right to contact individual members through the above information.

- Please e-mail *The Urbane Cyclist* to me.
- \$20.00 Individual
- \$10.00 Fixed/Student/Low Income
- \$ 5.00 Each Additional Individual
- \$80.00 Corporate/Organization

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: _____

Please make cheques payable to:
Vancouver Area Cycling Coalition
and mail, along with this application to:

VACC - Memberships
PO Box 40074 RPO Royal City
New Westminster BC V3M 6J7

Thank you!

QUEENSBOROUGH BRIDGE NEEDS IMPROVING continued from page 3.

use a continuous fencing material to provide a safer situation for cyclists.

- The sidewalk is frequently dirty and strewn with debris (i.e. glass and misc. car parts). Schedule regular cleaning of the sidewalk to create a bicycle- and pedestrian-friendly environment.
- The metal manholes and plates are very slippery in wet and freezing weather. Place suitable warning signs to advise of the potentially slippery surface, and cover the metal with a non-slip surface.

East Sidewalk

- The east sidewalk of the bridge is officially closed to cyclists and pedestrians.
- Opening the east sidewalk will improve safety for both cyclists and pedestrians by redistributing the current users on two sidewalks instead of just one.
- Cyclists will then have the option of cycling with the traffic in both directions (cycling against the traffic on the narrow sidewalk makes many cyclists nervous, especially in low light conditions and the draft from oncoming vehicles is dangerous).
- The east sidewalk offers a much more practical connection between the south side of the bridge and destinations eastward along the BC Parkway such as the New Westminster Quay.
- In terms of overall safety, the east sidewalk is comparable to the west side and the suggested west sidewalk improvements apply to the east sidewalk as well.


- In order to open the east sidewalk of the bridge it will be necessary to create an access at each end.
- At the south end there exists a very well worn path through an adjacent property. With a little improvement, this route could provide access between the bridge sidewalk and Wood Street. The grade of this path is quite reasonable.
- The north end access is complicated by the need to cross the Marine Way-to-Stewardson Way feeder lane and the lack of a suitable path connecting to the BC Parkway.
- One option is to provide a marked crosswalk over the feeder lane, perhaps with flashing lights to warn drivers. The poor visibility of cyclists on the south side of the crosswalk can be easily remedied if the brush is cleared along the cement barriers and a path is provided on the south side of the feeder lane as described in the North End section

South End

- At the south end of the bridge signage is needed to indicate suitable destinations when selecting east or west crossings. (see east side recommendations).
- The south end access to the bridge on the west side is precarious (a very sharp turnaround, and poor visibility at Boyd St.) and poorly maintained (sand and debris quickly build up following heavy rainfall).
- The access ramp needs to be upgraded to a larger turning radius and a more gradual connection with Boyd St.

- This upgrade should be made less vulnerable to erosion.
- The brush should be cleared back from the intersection of the path with Boyd St. to allow better visibility to oncoming traffic.

North End

- The maze of narrow roads intersecting at the bridge is extremely dangerous for cyclists due to lack of shoulders, blind spots and many merging lanes of traffic. This creates a virtually impenetrable barrier for cyclists travelling along the north side of the river. For example it is not possible to connect between the eastern BC Parkway and Marine Way, two excellent cycle routes, without a significant detour. In fact when travelling eastbound on Marine Way there is no safe connection whatsoever through to destinations beyond the bridge.
- We recommend the construction of a bike path along the feeder ramp connecting Marine Way with Stewardson Way. For increased safety this path should be built on the outside of the current cement barriers. This path could connect to the crosswalk leading to the east side of the bridge (see east side recommendations). This would also give cyclists travelling eastward on Marine Way a direct and safe connection to the bridge for crossing the river.
- To accommodate cyclists travelling on other routes approaching the bridge suitable signage should be placed to suggest the best connections to the bridge and beyond. 

A HOLISTIC TRANSPORTATION VISION FOR BC continued from page 3.

its applicability to all road users, not just those in motor vehicles. This change

to be supported by increased driver education and testing.

list, it provides an indication of the proactive vision the caucus has for a more environmentally, socially and economically sustainable transportation system in B.C.



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• Restructure the cost of driving to better reflect its true costs:

• Increase fuel taxes to cover the full (direct and indirect) cost of automobile use. Funds raised to be allocated to infrastructure to promote public transit, cycling, and pedestrian transportation networks.

While this is not an exhaustive

The caucus welcomes comments or suggestions. The co-chairs can be reached at: Ian Fisher ifisher@interchange.ubc.ca Ken Wuschke wuschke@canada.com If there are any ideas that you would like to see to improve cycling and the connections with other non-automotive transportation methods, send Ian and Ken an e-mail 

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