

The Urbane Cyclist

The Vancouver Area Cycling Coalition quarterly

Issue 20

www.vacc.bc.ca

Spring 2004

Point Grey Road Proposal

Peter Ladner, Vancouver City Council

As someone who cycles on Point Grey Road between Collingwood Street and the Burrard Bridge almost daily, and who runs regularly along Point Grey Road, I have long believed there's a great opportunity to link the Jericho seawalk with Kits beach by taking out one eastbound lane along Point Grey Road. Widening the road is impractical, taking out a lane of parking would probably raise some hackles, but taking out a lane of traffic is not difficult.

Cyclists, like other people on wheels, want to take the most direct route, so they presently avoid the up and down 3rd Ave. bike route to nowhere and risk their lives along Point Grey Road. Joggers too crowd along the narrow sidewalk in ever-increasing numbers. I also sit on my porch and watch a steady stream of walkers, dogs, strollers, cyclists, roller bladers and runners who detour along 1st Avenue to keep away from the traffic on Point Grey Road.

I would recommend taking out the eastbound traffic lane along Point Grey Road by diverting northbound traffic on Alma to turn right/east at 4th Ave. Cars heading into town along 4th or Alma would stay on 4th Avenue from Alma to MacDonald, where there is usually very light traffic. A left-hand turn light at 4th and MacDonald would help them get onto Cornwall. Or they could stay on 4th Ave. and please the retailers between MacDonald and Burrard.

Meanwhile, on Point Grey Road, I suspect homeowners on both sides of the road would be

AGM Sunday, March 21, 2004

12:00-4:00 at the Bonsor Recreation Complex,
6550 Bonsor Avenue Bby

Ph: 604.439.1860 in the Multipurpose room. Light refreshments will be available.

See page 4 for more details



Nicola and Georgia St. Bike Box Bonnie Fenton

thrilled to have half the traffic going by: half the noise; half the air pollution; half the number of cars endangering exits from driveways. Westbound traffic could still flow smoothly off the Burrard Bridge and avoid causing congestion on Cornwall by continuing to flow straight past MacDonald. The only inconvenience to drivers would be losing the opportunity to speed eastbound on the "30 km/hr." Point Grey Road.

Joggers, bladers, cyclists, Vancouver Marathon runners and walkers would have a dedicated two-way lane linking Jericho and Kits beaches. The city would have a showpiece link between the Kits Beach and Jericho Beach seawalls at a minimal cost. Cyclists bound for UBC would have a new direct, clear, protected route (well, almost) from the upcoming new bike lanes on Burrard downtown, all the way to Spanish Banks.

There would have to be some creative thinking between Trafalgar west along Cornwall to MacDonald; between Cypress and Kits Beach and by Kits pool, but that will have to happen anyway with the upcoming construction of the 10th Ave bikeway from Victoria Ave to Trafalgar.

I have spoken to traffic engineers at City Hall who tell me it wouldn't be a big deal to do this. Any running groups, neighbourhood groups, cyclists or others who would like to see this on the city's capital plan agenda should feel free to contact me: clrladner@city.vancouver.bc.ca, 604-873-7241.

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 for the following months at 6:30 p.m. March 10 April 14

Phone **604 878-8222** for details.

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) and letters about cycling in Greater Vancouver.

Submissions may be sent to:
The Urbane Cyclist
Vancouver Area Cycling Coalition
PO Box 0074 641 Columbia St.
New Westminster BC V3M 1A8
604 878-8222
Or e-mail: vacc@canada.com

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

Next deadline:

**Friday,
April 23, 2004**



President's Message Marion Orser

It is now almost two years since I became the president of the VACC. It has been an exciting and productive time; however it is now time to pass on this role to someone else! Time to have more fun; time to make more use of the new cycling facilities we have successfully advocated for in the Lower Mainland. Maybe I will even start remembering I can take my bike on SkyTrain-one of the things I spent so many hours (days...weeks...) working towards.

Following are a few things of note:

AGM: Mark March 21 on your calendars. We are inclined to think of cycling facilities discussion as a rather dry subject. You will find when Richard (Drdul) gives his presentation, that this is not the case! Discover too what the many volunteers of the VACC have been doing and accomplishing over the past year.

Directors/volunteers: Speaking of volunteers, we are always looking for more to take on the small tasks, or for taking the lead on an issue or committee. How about volunteering as Director of the VACC? We need persons to steer the organization and ensure cycling is a vibrant, well-respected mode of transportation in the Lower Mainland. Get in touch with a current Director or myself for more information.

Westham Island Bridge: There are three bridges in the Lower Mainland under the jurisdiction of TransLink: the Patullo, Knight Street and Westham Island. The latter is the long wooden swing bridge from River Road in Ladner toward Reifel Refuge. This area is a favourite recreational cycling destination and over the years many cyclists have fallen when their wheels have hit the longitudinal cracks or during wet/icy conditions. In 2002 the VACC as well as many individuals wrote to TransLink asking that these conditions be improved. I am pleased to report an asphalt surface is being installed over the boards on the outside edges of the bridge. Although it remains to be seen if the planks will shrink, causing longitudinal cracks to return, we are very pleased to see this bridge have the consideration it deserves for cycling safety.

Pattullo Bridge: This is the Bridge no one knows how to spell. (It is spelled in two different ways on the municipal bike map!) The bridge is to be upgraded shortly and the sidewalk will need to be closed due to the lead paint removal. My understanding is that arrangements will be made to accommodate cyclists/pedestrians via shuttle or SkyTrain

Be an ambassador:

I encourage each of you as you go out on your bicycles to remember you are an ambassador for all cyclists. Whether that image is a good one or a bad one depends on every one of us. You know the rules of the road. Yes, they are for cyclists too. I have had recent discussion with a pedestrian who was harassed by a cyclist who ignored a stoplight. Let's not emulate the behaviour of those who antagonize us.

I am looking forward to seeing you on Sunday March 21st.

How Sweet it is!! To see progress for cycling in Surrey *Mary Eickhoff*

The shoulders are paved on King George Hwy from the BC Rail overpass to the Hwy 99 interchange!

This marks a critical linkage for commuter cyclists using KGH to/from Hwy 10, or points north towards the City Centre and Patullo Bridge, as well as for recreational cyclists as it provides a wide smooth shoulder to the Serpentine Fen trails or to Mud Bay Park dike trail via Colebrook Road and Railway Road.

The Mud Bay dike trail route is of great advantage to those who'd enjoy cycling to Centennial Park in Tsawwassen along the Boundary Bay dikes, or connecting via 104 St. to Hornby Dr. which runs parallel to the southbound lanes of Hwy 99 and connects to the junction with Ladner Trunk Road/Hwy 10. Other destinations might include Delta Air Park, Boundary Bay Airport, the town of Ladner, Reifel Bird Sanctuary on Westham Island, Deas Island Regional Park on River Road, or the Tsawwassen Ferry terminal using the S. Delta road network.

This upgrade, which replaces very old asphalt that would shake fillings out and force 'roadies' to either ride with the cars or choose an alternate route, will also encourage cyclists from the north to venture to Crescent Beach, Ocean Park and the Semiahmoo shopping area.

The separated bridge crossing over the River Serpentine is still a little awkward but, with the paved apron, is now a much smoother transition. The concrete barrier separating the traffic lanes from the east sidewalk is intended as a safety feature for cyclists and pedestrians.

Paving of KGH shoulders to the intersection with 156 St. is scheduled for early 2004, and hopefully, it won't be long 'til international cycle tourists can travel a signed bicycle route to the Peace Arch, and, don'tcha' know? ALL ROADS TO THE PEACE ARCH PASS THROUGH SAFE SCENIC SCINTILLATIN' SURREY!

2003 Cycling Infrastructure Improvements within the City of Vancouver *Jack Becker*

Back in 1995 / 1996 when contemplating where to live after retirement, it became apparent that

I wanted to live somewhere where I could cycle year round, be by the water, and be close to the mountains. Pondering Canadian city after city, Vancouver provided some of the things that I wanted. There was the water at the doorstep. There were the mountains at city edge. There was cycling type weather year round. But there were almost no bike lanes or bike paths within the city. There were cyclist push buttons at many signalized intersections, making crossing the roads much more pleasant. Well, there was the busy and overcrowded Seaside Bike Path and not much more. Was that enough for me, if I were to settle here?

About that time I was making a business trip to this city. I stayed a few days longer, rented a bike, and cycled around the city. At the Burrard Bridge I ran into some cyclists conducting a poll on a concept of bike lanes on the bridge. The week after that, the trial bike lane on the bridge happened.

A bit of a quandary: Did I want to live in a city that did not have a good network of bike lanes, bike paths, and other cycling facilities? I was used to that and enjoyed cycling that way.

In January 2000, I left balmy Calgary to come to Vancouver and do some condo shopping. As I cycled around, I was pleasantly surprised to come upon the Pender Bike Lane and the 'Share the Road' section of Pender, a treatment that I still consider as the best implementation of 'Share the Road' that I have seen. Well, maybe there is hope in the future for this city. At that time it had a number of Bike Routes in place: the highly successful Adanac, Ontario, Off-Broadway, among others.

Well, the city has moved forward from that time. In 2003 more bike routes were implemented along with bike boxes, short lengths of coloured bike lanes at intersections, cyclist activated push buttons at signalized intersections, traffic circles and corner bulges, and so on. There is more to come in 2004, and with the implementation of the Downtown Transportation Plan.

- Inverness Bikeway
- Georgia St bike lanes
- Expo Blvd / Pacific Blvd bike lanes
- Cyclist push buttons retrofitted at 21 pedestrian signals
- Central Valley Greenway, Commercial to Slokan

Projects in progress or begun in 2003 and likely to be completed in 2004:

- Kent Avenue, 10th Avenue, Gladstone and Windsor Bikeways
- Hornby St bike lane
- Union at Hawks minipark bike path
- Bike buttons and geometric changes on 22nd at Boundary

Projects expected to be started in 2004:

- Richards and Beatty St bike lane
- Balaclava Bikeway
- Cyclist push button retrofit program
- Consultation and design on remaining portions of Central Valley Greenway
- Consultation and design on Carrall Greenway

Not bad! With continuous improvements to the cycling infrastructure now it seems like it was a good decision to move here after all. However, where are the Burrard Bridge cycling improvements in the plans?

Thanks to Peter Stary for contributing the list of projects.

The Urbane Cyclist is now accepting advertising!

Prices are very reasonable ranging from \$50 to \$150 per issue with savings for block pricing.

Please contact Teresa for details
unonym@hotmail.com or (604) 253-3910

Bike Week Jamie Bissell

Bike week. A week devoted to the celebration of bicycles. Sounds pretty straightforward right? Right! Like many other environmentally oriented holidays, bike week is a special time set aside once a year to acknowledge, and promote riding your bike!

Take a moment and think about how much nicer Vancouver, and the world for that matter, would be, if everyone in their car decided to ride a bicycle instead. Smog would be vastly reduced, traffic would be virtually eliminated, people would be healthier and gas would only come up in conversation after a night of burritos, tequila and chili. The thought of this utopia one day becoming a reality, was, and remains the motivation behind bike week.

Despite our hope of a bicycle heaven one day coming down to earth led by a pedaling messiah, we at the University of British Columbia's Bike Co-op are not a cult. We are simply a group of energetic people who love bikes, and wish to share our passion for this noblest of inventions with as many people as we can. Bike Week is a period when we, as well as other cycling groups, make an extra effort to promote and educate people on and around the UBC campus about the resources and programs available to cyclists.

During Bike Week many clubs and companies participate in a large information fair and setting up booths in the Student Union Building. In particular, literature and other information about Bike Co-op programs are available. The Bike Kitchen, UBC's full service retail bike shop holds an annual sale, providing you with more money in your pocket for tequila and burritos. Though the Bike Co-op's main concern for campus sustainability focuses heavily on the commuting aspect of cycling, Bike Week seeks to attract any and all kinds of cyclists in the community.

Interested in riding through the forest instead of through traffic but unsure where to go? The UBC Cycling club can show you some cool places to ride and hook you up with even cooler people to ride with. They are always looking for new members and are a regular participant in Bike Week.

"Ask Not What Cycling Can Do For You, But What You Can Do For Cycling."

AGM Guest Speaker, March 21st

Despite all our good work, we haven't yet created cycling nirvana. Cyclists' needs are still not being met in some communities. Poor and even hazardous bicycle facilities haven't been fixed, and are still being constructed. Funding for bicycle facilities and programs continues to be doled out in dribs and drabs. Drawing on his experience working in communities across the province, **Richard Drdul** will address the question of what each of us —bicycle advocates, transportation professionals and decision-makers — can do to make our communities more bicycle-friendly. Join us for an entertaining and provoking presentation, **and learn how you can help to make a difference.**

This year we are pleased to announce that Mountain Equipment Coop (MEC), Our Community Bikes, the Vancouver Area Cycling Coalition (VACC) and Better Environmentally Sound Transportation (BEST), among others, will be taking part in the information fair. Finally, what would a bike week be without any bike riding? Two rides are scheduled for the week. The crew at BEST will be offering their annual "ride in the rain", and the Bike Co-op will be helping organize a group to ride down to Critical Mass.

Finally, adding to the excitement this year is the grand opening of a new space in the Student Union Building to be shared by the Bike Co-op and The Bike Kitchen. This new space is going to be four times larger than the one they are currently crammed into now. We will be hosting a grand opening celebration in our new space on Friday February 27th in the main concourse of the Student Union Building. Check out our website or contact us directly by phone for time and location.

<http://www.ams.ubc.ca/clubs/bikecoop/>

When all is said and done, Bike Week is really about encouraging people to ride their bike. We encourage you to get out on your bike, and we hope you'll encourage others to do the same. Bike Week may not change the world, and it may not bring a pedaling messiah, but hopefully it will introduce new people to, not just a new sport, but a new way of life. And heck, after all that riding, give me another excuse to go out for Mexican food.

Bike Shop Discount Program

The Bike Doctor

1350 Commercial Dr., Vancouver
163 West Broadway, Vancouver
Phone: 604 215-7433
www.thebikedr.com/

Guywires cycle tech, PO Box 28603,
Burnaby, V5C 6J4 Phone: 604-420-9722
www.gonecycling.com/guywires.html

Sideshow Cycles,

6579 Victoria Drive, Vancouver
Phone: 604-323-8477

A Ride Down Legal Lane David Hay

It can probably be said without too much fear of contradiction that the readers of The Urbane

Cyclist, if they are cyclists, feel a degree of systemic bias in society against them. One cannot ride a bike in an urban setting on a regular basis without being involved in some traffic incident in which they are told "get off the road" or marginalized in some other way. Many cyclists feel that driving is another form of aggression. Add to this the general frustration of facing what they perceive to be a systemic bias in the police investigations of accidents involving motors and cyclists, and a further bias in the treatment of cyclists by insurers, and you end up with a very distrustful cycling community.

Fortunately, a silver lining can be found in the common law. Unlike the "laws" themselves, for example, those contained in the Motor Vehicle Act, the common law contains principles, not rules. It is the common law which considers and attempts to make sense of the rules pronounced by the legislature. Our Courts have repeatedly recognized concepts of reasonableness, foreseeability, and a general duty of care owed to cyclists by motorists, particularly in cases involving injuries to cyclists. There are many examples of these notions taking precedence over rules. A cyclist who is not wearing a helmet and suffers a broken leg as a result of the negligence of a motorist is still entitled to recover full compensation for his/her leg, despite the helmet violation. A cyclist whose bike is not equipped with a proper light is not disentitled to compensation for an accident which occurs during daylight hours. A cyclist who is riding her bike on a sidewalk at a speed no greater than the walking speed of a pedestrian is not found liable for her injuries when she leaves the sidewalk and is struck by a car, despite having breached a "rule". These are a few examples of the application of our common law in the face of a clear violation of legislation.

Unfortunately, many people think that if they shot the sheriff, they will inevitably be found guilty of shooting the deputy. By providing specific examples of cases which have gone to Trial, it is my hope that I can both assist and educate the readership of The Urbane Cyclist in the pursuit of cycling, and all the glory it brings.

David W.Hay is a litigation lawyer and partner at RBS Lawyers. RBS Lawyers is a full service downtown Vancouver law firm delivering legal advice and solutions in all areas of practice. The information above is not legal advice. Anyone seeking legal advice should call David directly at 604 - 661-9250, or send an e-mail to dwhay@rbs.com.

New Westminster Update

Andrew Feltham

The VACC has much to advocate for in New Westminster in 2004.

1. The Queensborough Bridge sidewalk: After much lobbying we have received a commitment from the Minister of Transportation, that bridge sidewalk safety and comfort improvements will be part of the Hwy 91 upgrade project. The VACC has met with project consultants to review potential designs and we are cautiously optimistic that substantial improvements are in the works.

2. Boyd Street Bike route: Recently, the Boyd St. bike route in Queensborough was rebuilt with new lanes, including well-marked bike lanes. Illegal vehicle parking on the bike lanes remains a concern for cyclists given the increased traffic volumes in this area. Do we have bike lanes or free parking?

3. Howes Street Bike lanes: A new freeway overpass project, also part of the Hwy 91 project will include marked bike lanes on Howes St. connecting Queensborough to Boyd St. and will replace what is now a nasty high volume intersection.

4. Columbia Street freeway to greenway transformation: What is now a commuter free-for-all through historic downtown New Westminster may soon be transformed into a pedestrian friendly district. Thanks to a grant from Transport Canada the Columbia Street project intends to reduce vehicle lanes and add bike lanes as well as several other people-friendly amenities. This has potential to revitalize downtown New West, and cyclists can be part of it! A project to watch and support.

5. Greenway Developments: The Rotary Clubs of New Westminster have recently announced funding for signing the City's greenways. Signs enhance safety and create awareness of the city-friendly routes. We are also hoping for completion of the connection between the Brunette River Greenway and the Sapperton Landing greenway. These are essential pieces of the Central Valley Greenway, and will connect to the Columbia St. route.

6. Highschool Transportation Survey: The VACC is preparing a survey to circulate at New Westminster highschools, to gauge student

attitudes, and opinions towards sustainable transportation. The survey results may provide justification for improved active transportation facilities at the school. New bike facilities at schools would complement the evolving greenways in New Westminster, and can help students to develop a positive outlook towards sustainable transportation.

7. The Pattullo Bridge Upgrades: Months after Surrey completed a wonderful upgrade to the south side access, TransLink has announced the closure of the bridge sidewalk during major bridge upgrades. The VACC has protested this planned closure, and we understand that alternatives for cyclists are now being considered.

Come join the VACC in New Westminster to support these and other important cycling projects.

For Real Cycling Growth, a Radically New Approach to Facilities Design is Needed
Jack Becker

	1996 Census	2001 Census	2006 Forward
GVRD Cycling Modal Split	1.7%	1.9%	2.1%
City of Vancouver		3.2%	
GVRD: What Should it be?	5% going to 10% by 2013		

Current on-road and off-road cycling infrastructure physical expansion and design approaches has resulted in a slow, steady increase in the cycling as a transportation mode (2001 Census, 1.9% cycling modal split within the GVRD). Usage has increased about 0.2% or about 7,000 trips per day while population has grown at a faster rate. At this rate cycling will achieve a mode split rate of 2.1% in 2006, while car ownership will have increased by 100,000 in the same time.

If we want to see a really significant change, such as double the current cycling mode split within the next 10 years to 3.8% or better yet achieve a cycling mode split of 10% across the region, we will need to advocate for a significant change in the way we design and plan our cycling

infrastructure and in the way we promote and sell cycling to the populace.

Cycling Friendly facilities for all cyclists with different preferences for cycling will need to be supplied. We will need to see a radical change in the way cycling facilities are designed. More European approaches and other advanced design concepts will need to be built. Skills in physical facilities designing and in understanding the needs of the Customers will need to be improved.

Additionally, strong support programs targeted at the Customers will need to be undertaken, involving communications, promotions, safety, education, and enforcement.

Will we take the challenge and take that next big step?

Kudos to the City of Burnaby

A ‘thumbs up’ to the City of Burnaby for recognizing the ‘alternative’ cyclist entrance to Broadview Park. After a stolen car crashed through the bollards at the preferred eastern Park cyclist access, Burnaby Parks Board Service Department were in the process of replacing the bollards with a locked gate across the lane. An alert cyclist noted that no provision was being made for safe cyclist passage. The construction would have left a ditch on one end of the gate, and a narrow and dangerous passage between a couple of boulders on grass on the other side.

A quick call to the Burnaby Parks Board Service Department and within half an hour the project foreman had been instructed to add a narrow, paved detour around the gate.

Thank you Burnaby!

(Excerpted from a posting by Luis Goddyn on the Burnaby list serv)

ENJOY EVERY RIDE

Steve Wishart

**cruising to work
down the false flat
hot legs pumping
like a jack rabbit
30K easy
40K cruise
wind on your legs
nothing to lose
car pulling out
eye contact made
pulls out anyway
helmets on
you're saved**

Work with the VACC

To become involved in our current projects, please contact the committee chairs!

- | | |
|--|----------------------|
| <input type="checkbox"/> Burnaby | Mike |
| <input type="checkbox"/> Central Valley and SkyTrain | Richard 604 733-1764 |
| <input type="checkbox"/> Fundraising | Fulton 604 526-3585 |
| <input type="checkbox"/> New Westminster | Andrew 604 521-2742 |
| <input type="checkbox"/> North Shore | Dave 604 988 5454 |
| <input type="checkbox"/> White Rock | Jean 604 531-3484 |
| <input type="checkbox"/> Surrey | Ian 604 576-4425 |
| <input type="checkbox"/> Vancouver | Jack 604 681-5744 |
- I want to contribute to the VACC by doing the following:

Thank you!

Title: Surrey Cycling Workshop
 Date: April 18, 2004
 Time: 10:00am to 1:00pm
 Location: Fleetwood Recreation Centre
 (by the library)
 Watch www.vacc.bc.ca/surrey for details.



A CELEBRATION...
of the bicycle...

**FEBRUARY
 BIKE DAYS**

February 23rd -27th

*A community event at UBC campus
 presented by*

the AMS Bike Co-op

See event schedule on
 our website:

www.ams.ubc.ca/clubs/bikecoop

JOIN THE VACC!

Yes, I want to cycle for a better community

1st person _____
 2nd person _____
 Address _____

 City/Postal Code _____
 Phone _____
 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.

- | | |
|---|---|
| <input type="checkbox"/> Please e-mail The Urbane
<i>Cyclist</i> to me | <input type="checkbox"/> \$20.00 Individual |
| Income _____ | <input type="checkbox"/> \$10.00 Fixed/Student/Low |
| I heard about the VACC: | <input type="checkbox"/> \$ 5.00 Each additional |
| | <input type="checkbox"/> \$80.00 Corporate/Organization |

- 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
 0074 - 641 Columbia Street
 New Westminster, BC V3M 1A8

02/04

**Who to write about issues in this
 edition of
 The Urbane Cyclist**

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Remember....

The more letters that are written to these government officials, the more likely that conditions will get better for cyclists. If you do not write or call these officials, it is less likely the situation will improve.