



A **Headwind** to:
 The Federal Gov't for
 the proposed tax on
 bikes. See:
http://www.konaworld.com/news/E_New_s23.htm
 For more Headwinds
 and Tailwinds see
 page 4.

Inside this issue:

Meet your Board Members!	3/5
Commuter Cycling Skills Course Update	5
Falling in Love with Cycling Again	6
The VACC in Maple Ridge/Pitt Meadows	7

The Urbane Cyclist

The Vancouver Area Cycling Coalition Quarterly

www.vacc.bc.ca

Make cycling an integral part of the transportation culture of the Lower Mainland

RAV and Cycling Across the Fraser River by Jack Becker

Cyclists should be starting to plan a massive street party for late 2007 to celebrate the first ride across the Fraser River on the bike deck of the new RAV (Richmond-Airport-Vancouver) – North Arm Bridge.

Members of the VACC and BEST met with RAV project staff for an update meeting. While the design for the Fraser River crossing has not been finalized, project team feedback would indicate that cyclists will have a very friendly bridge to cycle across. Some of the design and layout concerns expressed by the VACC and BEST in past presentations and consultations seem to be getting incorporated into the bridge design.

The project team is aiming to open the RAV line by November, 2009.

Construction will be starting soon. Some detouring of Bike Routes may also be required. At the meeting, the VACC and BEST reiterated the need for safe crossing of Cambie St. by cyclists at all times. 37th Ave Ridgeway Bike Route, 7th Ave Off-Broadway, 10th Ave., 1st Ave and Commodore Seaside by-pass bike routes were highlighted as important crossings for cyclists. Maintaining

Ontario St. and Heather St. as cycling friendly bike routes without significant increase in car traffic was also expressed as being very important. City representatives indicated that cycling improvements to 33rd Ave would be implemented before construction would begin there.

The RAV team plans to maintain communication with the two organizations during the construction phase. Future consultation will include the station design. Unfortunately, no public consultation on train car configuration is planned.

If any crossing over Cambie St. is not properly maintained during construction, cyclists should express their concerns on the VACC list serv.

With the completion of the RAV line, cyclists can look forward to a more friendly crossing of the Fraser River. There will also be more comfortable cycling along Cambie St., with new bike lanes along the southern half. The opportunity for leaving the car at home and combining cycling and the RAV line for commuting to work or to other destinations will then be in place.

The Urbane Cyclist

Published quarterly by the Vancouver Area
Cycling Coalition (VACC)

The views in this publication are not neces-
sarily those of the VACC

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British Columbia
Cycling Coalition



Member of the
(Canadian) Coalition for
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[http://
www.activeliving.ca/](http://www.activeliving.ca/)

MEET US

The VACC Board meetings are open to all
interested in bicycling in Greater Vancou-
ver. We generally meet on the second
Wednesday of the month at 6:30 p.m.
Phone **604 878-8222** for details.

info@vacc.bc.ca

INTERNET

Keep up on the latest cycling issues and
events, Join one of our e-mail lists at
www.vacc.bc.ca/lists

GOT SOMETHING TO SAY?

We welcome articles (300 words or less)
about cycling in Greater Vancouver.

Submissions may be sent to:

The Urbane Cyclist
Vancouver Area Cycling Coalition
Box 0074

641 Columbia Street
New Westminster, BC V3M 1A8
Or e-mail: newsletter@vacc.bc.ca

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

Next deadline: Friday, Jan 20, 2006

President's Message by Colin Brander

Cycling Education is Empowerment

The VACC has always felt that education is important. There are the four E's of cycling: Education, Engineering, Enforcement and Encouragement. When the VACC came into existence, the major stumbling block to cycling in the Lower Mainland was poor facilities design from a cycling perspective. We were behind many other cities in developing good cycling infrastructure. As a result, the modal share of cycling was quite low, particularly considering our favourable climate. This is one of the reasons why the VACC has spent most of our time on the engineering "E". We have been quite successful in many areas, and most municipalities now see the benefits of encouraging cycling. The VACC has also held several workshops such as our 'Ride Through Winter' workshop and have worked on access issues such as SkyTrain to encourage more people to cycle. As a result of the many changes, the modal share for cycling is continuing to rise across the region.

However, there are still many people who don't feel comfortable or safe, cycling on our roads. As a result, Bonnie Fenton recently began putting together a Commuter Skills Programme for the VACC (see page 5). To date, we have secured funding for at least the next two years from TransLink and from Vancity, and are expecting additional funding from several municipalities and other sources. This is a very exciting project for the VACC and will educate and empower more people to safely cycle in the region. Studies have shown that the more cyclists on the road, the safer it is for all cyclists. We want more people to be able to cycle more often, and this project moves us all in the right direction.

VACC Presentation to BC Government

Recently, Jack Becker made a presentation on behalf of the VACC to the BC 'Choices and Priorities: B.C. Budget Consultations' process. This is the process the government set up for consultation on how to prioritize for the projected budget surpluses. The VACC presentation emphasized that increased funding for cycling is an investment for health, the environment and tourism, and that cycling is good for the local economy. Many studies have shown that these investments provide savings to taxpayers and increased revenues for the province. As the province very poorly funds cycling, and our economy is improving, it is time to increase funding for cycling.

The Urbane Cyclist

A Different Perspective by David Hay

Two recent decisions from the Supreme Court of British Columbia illustrate the different approaches the court will take in passing on the right cases, depending on who passed whom first, the cyclist or the driver.

In *Rudman v. Hollander* the evidence revealed that the plaintiff was injured when he went over the handlebars of his bike after braking hard to avoid colliding with the defendant's vehicle. The plaintiff contended his fall was caused by the defendant slowing his vehicle down abruptly in front of the plaintiff's bicycle, while moving to the right, and effectively blocking the plaintiff from passing between the automobile and the curb. No actual contact occurred but the plaintiff was forced to brake suddenly. His bike was very new and he had never attempted such a stop.

Despite relatively serious injuries, Mr. Rudman's action was dismissed with costs. It appears from the judgment that the plaintiff's lawyer had a difficult time establishing negligence, simply because the plaintiff came up from behind the vehicle, and simply failed to anticipate that the vehicle would stop as quickly as it did. In these circumstances, not only did the plaintiff breach the prohibition against passing on the right of another vehicle except in limited circumstances, the Judge also cited the provision of the Motor-Vehicle Act prohibiting a driver of a vehicle from following "another vehicle more closely than is reasonable and prudent, having due regard for the speed of the vehicles and the amount and nature of traffic on and the condition of the highway." In effect, the Judge held that the plaintiff was not entitled to assume that, in the event the vehicle suddenly slowed down, he could pass safely on the right. Interestingly, and perhaps disappointingly for the Plaintiff and his lawyer, the judge also refused to find the motorist negligent for failing to recall passing the plaintiff. With respect, my own view is that a judicial finding that the vehicle did pass the plaintiff (and was thus cognizant of his presence on the roadway) should be enough to establish some degree of negligence in these circumstances.

In another decision, *McGrath v. Meise and Greyhound Canada Transportation Corp.*, the same Judge reached a result more favourable to the cyclist. Elaine McGrath, the 64 year-old cyclist

Continued on page 4

MEET YOUR BOARD

MEMBERS



Joseph Dowd

Joseph, our youngest board member, became interested in cycling at an early age when he got his first 3-wheeler. When he's not riding his bike, Joseph likes to nap. He occasionally seeks the advice of his father Jason (not pictured), who has a PhD in Biochemical Engineering, whose work pursuits include stem cell research and robotics, and who is also an advocate for bicycle safety.

Continued from page 3

plaintiff, was riding through an intersection on a green light as she was overtaken by a bus. According to the Reasons for Judgment, as the bus passed it contacted her left handlebar causing her to fall and sustain a relatively serious injury. Because the bus was passing the cyclist at the time of the collision, and not the other way around, the Judge held that it did not matter if the bus driver saw the cyclist or not. He stated "if he did not he failed to keep a proper lookout. If he did he failed to take appropriate action to avoid colliding with her."

An interesting feature of the McGrath case is that the Judge found the bus driver was in breach of Section 157 of the Motor-Vehicle Act, which prohibits the driver of a vehicle overtaking another vehicle at anything less than a safe distance. In order to apply that provision against the bus driver, his Lordship needed to find that a bicycle is in fact "a vehicle" even though it is not defined as such by the Motor-Vehicle Act. The Judge reasoned "if this were not so, the driver of a vehicle would owe a lesser duty of care to a cyclist than to another driver." The bus driver was found 100% liable for the accident.

These two Supreme Court of B.C. decisions, both rendered in 2005 by the same Judge, also demonstrate that cases are fact driven and depend for their proper result on an analysis to what actually happened to cause the accident. That should be a simple concept but is often very troublesome when human memory is relied on to reconstruct events.

David 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 dhay@rbs.ca.

From the Treasurer's Desk

Your new memberships are on their way! Cycling came first for the last few months as I was making my way back from the East this summer. Apologies and thank you for your patience.

Headwinds

- New Westminster for the slow pace of the City engineers to finish off their jobs: namely removing a guy wire in the new bike lane on Boyd St (at Howes); removing a fire hydrant from the bike route at 7th Ave and 20th St; not completing the job of bike stenciling the Crosstown greenway, and the slow pace of putting up proper bike route signage.
- To residents who improperly dispose of their leaves by putting them on the roadway, causing drainage and flooding problems and also endangering cyclists by creating obstacles that must be avoided.
- To the developer on the northeast corner of Expo Blvd and Abbott for closing the bike lane unexpectedly without any warning or signage.

Tailwinds

- District and City of North Vancouver for hiring a consultant to update the Bicycle Master Plan.
- Ministry of Transportation for the rapid progress of building new sidewalk facilities and ramps at the Queensborough bridge.

Nervous about Riding in Traffic?

Beginning in the spring of 2006, the VACC is offering a one-day commuter cycling skills course to provide basic cycling knowledge to new and less-experienced cyclists.

The program, developed by the Greater Victoria Bike to Work Society, has been offered there for several years with excellent feedback.

Through the spring and summer of 2006, at least 25 classes will be offered to employee groups through their workplaces, as well as to individuals in public venues such as community centres and libraries. Public classes are free (with a \$50 deposit – forfeited if you don't show up – to reserve a spot). All participants must have a bike and helmet in good condition.

During classroom, parking lot, and on-road sessions, participants will learn to:

- Ride comfortably and safely in heavy traffic
- Manoeuvre their bikes effectively
- Fit their bikes properly and do their own bike safety check
- Ride at night and in the rain
- Choose equipment and clothing, and plan their routes

If you, or anyone you know, is interested in taking the one-day course, or if you'd like more information, contact Bonnie at bikeskills@vacc.bc.ca or 604-734-1385.

Many thanks to Vancity and TransLink for their support of the commuter cycling skills program.

MEET YOUR BOARD MEMBERS

Sheree Gable



Sheree works as a marketing assistant at a Vancouver property management firm and is an avid Toastmaster and James Bond movie buff.

Sheree's love of cycling was reawakened with the introduction of the mountain bike several years ago. After finding out that all the dirt trails do end at some point, she picked up a touring bike for commuting and recreational use. Her two bikes keep her busy, and made joining the VACC a natural choice for her.


How to fall in love with cycling again by Sheree Gable

Recently I made a decision to sell a dear old friend: my bike. We had been together for 7 years now but the ongoing advances in bike technology kept me thinking about a newer model. There were some good times spent on that bike so the decision to sell it was by no means an easy one. I listed my ad online and within 24 hours I had a potential buyer who came by to test ride the bike. He was interested and after a little bit of haggling, we agreed on the final price. The sentimental fool that I am, I kissed the handlebars of my old friend and sent it to a new home. Ironically with the sale of the old bike, I now had enough money put together to purchase a new one.

I had conducted research (what fun!) in many bike shops and on websites trying to make a decision on the make and model of my next purchase. After all, it was 7 years since I had bought a new bicycle, so the search was all about components, suspension, frame material, features, and yes even colour! After visiting various shops in the lower mainland I found

what I was looking for at my neighborhood bike shop. I visited with more questions, and then called them to say that I had made my decision and would be in on Saturday to test ride the bike. Saturday morning came and I bounced out of bed with great anticipation—finally the day had come! My husband and I headed down to *Jubilee Cycle* and I was struck by the thought that my parents had purchased my first bike there several years ago. My new machine was wheeled out and I gazed at it in great anticipation. Then it was time to put my helmet on and take it for the test ride. What an experience! I rode for about 15 minutes taking note of every little sound, each turn of the pedals and the shift of the 27 gears. I reveled in the ride and wore a gleaming smile when I rolled it back into the shop. I declared that I could just fall in love with cycling all over again. I can't wait to take it out for another spin!

Oh, and just for the record, the colour of the new bike is silver!



Bikes OnBoard! SkyTrain

SKYTRAIN MORE BIKE FRIENDLY

Now you can take your bike onboard SkyTrain Monday through Friday between 7-9 am and 4-6 pm on trains running against rush hour travel. Take your bike:

- NEW** On morning rush-hour trains from Waterfront heading to Columbia or King George Stations; and trains running from Commercial Drive to Columbia Stations.
- On afternoon rush hour trains from King George and Columbia Stations heading to Waterfront; and trains from Columbia to Commercial Drive Stations.
- NEW** You can now board with your bike on any SkyTrain car - maximum 2 per car.

MONDAY TO FRIDAY	
Start of service to 7 am	Bikes allowed
Morning rush: 7 - 9 am	Bikes allowed in reverse peak direction*
9 am to 4 pm	Bikes allowed
Afternoon rush: 4 - 6 pm	Bikes allowed in reverse peak direction*
6 pm to end of service	Bikes allowed

* OPPOSITE DIRECTION TO RUSH HOUR TRAVEL

WEEKENDS & HOLIDAYS	
Start to end of service	Bikes allowed all the time and in any direction



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Greater Vancouver
Transportation Authority

The Urbane Cyclist

VACC Activity in Maple Ridge by Chuck Glover

The VACC continues to expand its activities in the Lower Mainland. I am a member of the VACC, and the VACC rep in Maple Ridge/Pitt Meadows Bicycle Advisory Committee (BAC). In addition I am one of only three active CAN-BIKE National Examiners in BC. (The others are Bruce MOL in Vernon and Rob SINGBEIL in New Westminster.)

So what issues face cyclists in Maple Ridge and Pitt Meadows?

The new Pitt River bridge plans were brought forward to the Maple Ridge/Pitt Meadows BAC in October. The bridge pre-construction is underway. The new design has bikes going along the North side, which is being designed for bikes and pedestrians. The planners' idea is that cyclists won't be on the top of the structure, but rather follow designated bike lanes/paths. The design is interesting as it combines a clover leaf type design with a double lane traffic circle.

Maple Ridge is changing the way traffic intersection lights are triggered. Along Dewdney trunk Road in Maple Ridge the weight activated sensors have been replaced with CCTV cameras above the light. As I understand it, the camera sees mass/movement and the lights change.

Work with the VACC

To become involved, please contact:

- | | |
|---|----------------------|
| <input type="checkbox"/> Burnaby | Mike 604 444-4068 |
| <input type="checkbox"/> Central Valley Greenway and Skytrain | Jack 604 681-5744 |
| <input type="checkbox"/> Delta | Marion 604 520-7636 |
| <input type="checkbox"/> Fundraising | Fulton 604 526-3585 |
| <input type="checkbox"/> Greater Vancouver | John 604 986-9220 |
| <input type="checkbox"/> New Westminister | Andrew 604 521-2742 |
| <input type="checkbox"/> North Shore | Dave 604 988-5454 |
| <input type="checkbox"/> Richmond | Jason 604 267-9762 |
| <input type="checkbox"/> Surrey | Mary 604 535-2513 |
| <input type="checkbox"/> Tri-Cities | Brennan 604 937-5155 |
| <input type="checkbox"/> Vancouver | Jack 604 681-5744 |
- I want to contribute to the VACC by doing the following:
- -----

Did you know...?

The more letters written and the more phone calls made, the more likely cycling conditions will improve.

Who to write about issues in The Urbane Cyclist:

Hon. Gordon Campbell
Premier
PO Box 9041
STN PROV GOVT
Victoria BC V8W 9E1
Phone: 250 387-1715
Fax: 250 387-0087
premier@gov.bc.ca

Honourable Kevin Falcon
Minister of Transportation
PO Box 9055
STN PROV GOVT
Victoria BC V8W 9E2
Phone: 250 387-1978
Fax: 250 356-2290
Minister.Transportation@gems5.gov.bc.ca

City of New Westminister
511 Royal Avenue
New Westminister BC V3L 1H9
Phone: 604 527-4522
Fax: 604 527-4594

City of Surrey
14245 – 56th Ave.
Surrey BC V3X 3A2
Phone: 604 591-4126
Fax: 604 591-8731

City of Vancouver
453 West 12th Avenue
Vancouver, BC V5Y 1V4
Phone: 604 873-7273
Fax: 604 873-7750
mayorandcouncil@city.vancouver.bc.ca

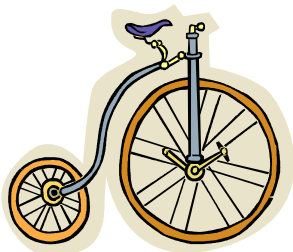
TransLink
Chair Doug McCallum and Board of Directors
TransLink
1600-4720 Kingsway
Burnaby, BC V5H 4N2
Phone: 604 453-4500
Fax: 604 453-4626
www.translink.bc.ca/

VACC Values

You're holding in your hands the quarterly newsletter of the Vancouver Area Cycling Coalition. This newsletter, along with everything else done by the VACC, is entirely the work of committed volunteers, and is based upon a set of core values. If these values speak to you, we hope you'll consider supporting us by purchasing an annual membership and/or becoming actively involved.

The VACC advocates for better conditions for cyclists and the removal of barriers to cycling. We achieve our objectives by meeting with governing agencies at all levels, writing well researched, proactive letters and reports, working constructively with the media, and encouraging more people to cycle more often. The work of the VACC is grounded in the following values:

- ***We support a variety of styles and approaches to cycling.***
- ***We value education and role-modelling of safe cycling.***
- ***We respect those who choose or need to use other forms of transportation.***
- ***We value cycling as a community building tool and as healthy for both individuals and our environment.***
- ***We avoid funding or support that could compromise the integrity of our mission, purpose, or values.***
- ***We seek positive legislative and policy change to make a lasting difference.***
- ***Our membership is open to all who share our goals and values.***



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 <i>The Urbane Cyclist</i> to me | <input type="checkbox"/> \$20.00 Individual |
| <input type="checkbox"/> I heard about the VACC: | <input type="checkbox"/> \$10.00 Fixed/Student/Low Income |
| <input type="checkbox"/> through the media | <input type="checkbox"/> \$ 5.00 Each additional |
| <input type="checkbox"/> from this newsletter | <input type="checkbox"/> \$80.00 Corporate/Organization |
| <input type="checkbox"/> from a friend | <input type="checkbox"/> \$ 5.00 additional per person to also join the BC Cycling Coalition |
| <input type="checkbox"/> via the website | <input type="checkbox"/> Additional donation (Sorry, we can't provide tax receipts.) _\$_____ |
| <input type="checkbox"/> from another cyclist | |
| <input type="checkbox"/> at a community event | |
| <input type="checkbox"/> other: _____ | |

November 2005

Please make cheques payable to:

Vancouver Area Cycling Coalition

And mail, along with this application to:
VACC Memberships

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