

Issue 30

Fall 2006



VACC Fall
Membership
Drive:
See page 8

Inside this issue:

- Are Cyclists Cheap? 2
- Commuting Along the King George Hwy 3
- Roundabouts 5
- Thank you to our Bike Month sponsors 8

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

Burnaby Bike Blues (berries) by Mike Peel

All of us Burnaby cyclists really don't have the blues in Burnaby, as the city has just approved the Lakes Bikeway which is a new North South route in the eastern section of the Municipality. Not only will this allow cyclists to ride to coffee shops on 6th street in New West, but it will also provide connections to the South East Burnaby bike route, Deer Lake Park area and the recreation complexes in the Kensington/Sprott area. There will be island medians installed along key intersections (except Imperial/Morley!) , but hopefully in the future as people abandon their cars for the fresh air life on a bike then we will get some final improvements to the route (such as at that intersection).

Other Burnaby bike news: The Lougheed Highway has had some minor upgrades, but we continue to push for further safety improvements along the Lougheed as this route is a valuable connection route for cyclists. The 2006 Burnaby bike map has been just printed, and if you want extra copies then please contact the City or myself.

The Central Valley Greenway is slowly progressing, and during Bike Month a small section was opened near Boundary Road and Gilmore – next to Home Depot. Even some of the Home Depot employees came out to have a look at the route, and we offered them some of the leftover cake and apple juice.

Even though summer is almost over, we all can take the opportunity to try out some of the new and old bike routes throughout the region. If you are in Burnaby, you might want to check out the Sea to River route (try starting at the Starbucks at the Gilmore Skytrain station), and then head North as you work your way over towards Confederation Park – where you can stop for a snack – and then keep cycling north to where you intersect the Trans Canada trail which you can follow either west to Vancouver or east towards Port Moody.

Good luck!

The Burnaby bike blueberry and apple picking team.

Useful links:

Lakes bikeway info and map:

http://www.burnaby.ca/_shared/assets/Trails_and_Cycling_-_Lakes_Bikeway_Questionnaire3321.pdf

Burnaby 2006 Bike map:

http://www.burnaby.ca/visitors/gettingaround/cycling/cycling_brnbyb.html

The Urbane Cyclist

The Urbane Cyclist

Published quarterly by the Vancouver Area Cycling Coalition (VACC)

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

VACC BOARD OF DIRECTORS

John Fair- President	604 986-9220
Vice President	vacant
Jack Becker - Treasurer	604 681-5744
Lisa Nolan - Secretary	604 842-5332
Colin Brander	604 733-9265
Sheree Gable	604 433-5939
Marion Orser	604 520-7636
David Perfitt	604 988-5454
David Pritchard	604 267-9730
Arno Schortinghuis	604 325-1158

FOUNDING MEMBER

British Columbia Cycling Coalition



Member of the (Canadian) Coalition for Active Living
<http://www.activeliving.ca/>

MEET US

The VACC Board meetings are open to all interested in bicycling in Greater Vancouver. 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 667 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, Oct 20, 2006

Board Message by Lisa Nolan

In the Peace Arch News, July 22, 2006 was an article about the Tour de White Rock and the profitability of the event to local merchants.

Sharon Greyson, a director with the White Rock Business Improvement Association (BIA), and local merchant, is quoted as saying: "What do they do except inconvenience things and close the roads?"

"How much does this cost taxpayers?"

"They're bike riders and they are cheap. All they do is spend money on their bikes, then leave town as soon as they get here."

She also claims that her business does not benefit at all from the races. When a director of a BIA states that cyclists are cheap and that there's no profitability in cycling events, we as a community may want to take notice. We need to communicate to merchants our desire to shop at their location, and what hinders / prevents us from doing so. If we don't, a BIA director like the one mentioned may be making decisions which do not take into account the needs of cyclists. We work, go to school, raise families and shop with a bike. This negative stereotyping reduces all cyclists to an unprofitable demographic in the minds of merchants and BIA's. Suitable bike parking makes a difference to a cycling shopper. If BIA's believe that cyclist are an unprofitable, then the number and location of bike racks diminish. For more information on BIA's go to: www.bia.bc.ca

By the way: cost: \$10,000, 170 participants, 1000 spectators.



The Urbane Cyclist

Commuting Along the King George Highway by Bernhard Spalteholz

I am a frequent bicycle commuter along King George Highway from 156th Street in South Surrey to 84th Ave. This route has been an excellent commuting route due to the wide shoulders on King George Highway. Like many other locations in Surrey, King George Highway is currently undergoing some extensive upgrades, consisting of four laning of the road and bridge/overpass upgrades, among other projects. These projects have recently caused some problems along the route, which are discussed below. This article was written in early August, so conditions may have changed by the time you are reading this.

The northbound bike lane across the Nicomekl Bridge has recently seen some improvements consisting of better paved access on either end of the bridge. In the southbound direction however, the concrete barrier leading up to the bridge seems to have been moved to the right during construction in the area. This barrier is currently blocking all access to the bridge sidewalk, so bicyclists have to merge into the traffic lane of the bridge. I have been informed by Surrey Engineering that this issue is currently being reviewed and hopefully remedied in the near future.

During the seismic upgrade project currently underway on the Colebrook Road overpass, this section is also posing some problems for cy-

clists. Currently, both lanes of traffic are being routed over the two west side lanes. This means that there is no shoulder for bicycles in the northbound direction, and bicycles are forced to block northbound traffic while crossing the bridge. Other pending vehicular safety changes may apparently soon make the use of the southbound shoulder impassable as well, possibly forcing cyclists to find alternative routes. On the positive side, construction on this overpass is expected to be completed by the end of September.

The final section of construction I would like to briefly discuss is the widening of King George Highway between Hwy 10 and 64th Avenue. Cyclists along this section during construction should be very cautious and ensure they are traveling far enough into the traffic lane so that cars cannot pass when it is unsafe to do so. Traffic routing is changing daily, and there is often very little to no shoulder space. Apparently construction here is on target to be completed by the end of October, two months ahead of schedule. When completed, this section will consist of two vehicle lanes and a 1.3m wide bicycle lanes in each direction.

I am certainly looking forward to the completion of these projects, which hopefully will all result in an improvement in bicycle facilities along this road. Happy cycling!



Bike Grads

Lucy MacKenzie, Sarah Batko, Leon Rivers-Moore and Gabe Herschfield prepare to bike to their grad dinner and dance at Van Tech this year.

Photo: Elizabeth MacKenzie

Why Not Stay? by David Hay

The obligation of a person having charge, care or control of a vehicle to stop and stay at the scene of an accident was recently reviewed by the British Columbia Court of Appeal. The issue was whether a motorist had a duty to stay at the scene in circumstances where an "accident" with a cyclist had occurred, but without damage to person or property.

Fortunately, for the cycling community, the news is good.

By way of background, the appeal was brought by a motorist who had been convicted in provincial court of failing to remain at the scene of an accident. The provision of the Criminal Code under which he was convicted states:

"every person commits an offence who has the care, charge or control of a vehicle...that is involved in an accident...and with the intent to escape civil or criminal liability fails to stop the vehicle...give his name and address..."

The motorist had left the scene after lightly but intentionally bumping the rear tire of a cyclist following the cyclist's refusal to accede to his demand that she move out of the way "or I'll hit you".

It was acknowledged by all parties there was no damage to the cyclist's bike and no personal injury.

At trial and on appeal, the motorist rested his case on the notion that if every incidental contact between vehicles in society required everyone to remain at the scene of the accident, there would be enormous inconvenience. Damage, he argued, must be an essential ingredient of the offence. Without it, the proper movement of traffic would grind to a halt.

(This is an interesting defence, from someone who intentionally assaulted a cyclist, and who was attempting to overturn a conviction of assault with a weapon, the weapon being the car.)

The Court of Appeal rejected the motorist's argument for several reasons.

First, the applicable provision of the criminal contains no reference to "damage" or "injury". If Parliament thought damage or injury were a necessary element of the offence, it would have said so. The court held that damage or injury is not an essential element of accident in the same way that injury is not an essential element of "assault".

Secondly, the court held that an "accident" within the meaning of the legislation is not limited in meaning to an unintended and unexpected occurrence. Rather, it includes both intentional and unintentional conduct. Thirdly, as long as the motorist leaves

Continued page 7

Headwinds and Tailwinds

*"May the wind be always at
your back."*

Tailwinds

- **To the City of Vancouver for allocating additional funding of \$580,000 for cycling infrastructure & signal upgrades, racks, data collection, etc.**
- **To the VACC Cycling instructors for doing an excellent job of educating cyclists through the VACC Commuter Cycling Skills Course.**

Headwinds

- **To drivers who use their horns aggressively, expecting cyclists to move out of their way. Share the road with cyclists as you do with other slow moving vehicles.**
- **To cyclists who think it is okay to go around road closure barricades (that are put up for events such as block parties or road construction) and insist on cycling at their normal rates of speed; slow down, you are endangering others and giving cyclists a bad image.**

Roundabouts from a Cycling Perspective by Marion Orser

Since it appears there are going to be more roundabouts appearing in the Lower Mainland, we as a cycling community need to be trying them out and deciding what does and does not work as cyclists. Following is a one person cycling perspective

What is a roundabout and are they the same as a traffic circle? For my purposes, I will describe traffic circles as smaller and generally located in residential areas. Roundabouts are of a larger diameter, and there is an expectation of a greater traffic flow. Both slow traffic by their design. If you type in 'roundabout' under search at www.gov.bc.ca, you will find a more detailed ICBC explanation. You can also have some fun watching the computerised model of motorists, cyclists or pedestrians using the roundabouts.

And therein lies the problem: if only everyone, including motorists, used the roundabouts as they are meant to be used. And if only they all were designed and built as per the computerised model, then the ICBC statement *"Roundabouts can help reduce serious crashes, particularly crashes involving bodily injury, while also lessening vehicle speed, improving pedestrian and bicycle safety and eliminating the need for traffic signals"* would probably be correct.

Generally, as a cyclist using a roundabout, one can either merge with the traffic and proceed as a motor vehicle, or ride onto the sidewalk and then dismount at the crossings and proceed as a pedestrian across the marked crosswalk. (See photo.) Although one might think it would be difficult to merge with motorists on these major routes, or to go into the inside lane of a two lane roundabout, because of the slow speed of the motor vehicle traffic, for a confident cyclist it might be the method of choice.

From my observations the two roundabouts on Eighth Ave at the King George Highway and Highway 99 in Surrey, as well as the one on Highway 11 at Yale Road in Agassiz are well designed, and I felt safe. One entered from the shoulder and again exited onto a shoulder.

The ones on Chesterfield at Keith Road in North Vancouver, and on 116th Street in North Delta were not as good.

On 116th in North Delta, while in the roundabout I had no difficulty, however prior to entrance and on exit there is no clearly marked space for the cyclist. This holds true for the cyclist using either the pedestrian or motorist method of access. This leads to conflict as the motorist anticipates free movement, but the cyclist now becomes the traffic calming method. This is definitely not the preferred method of slowing motorists!

The North Vancouver one is on a steep hill. Merging at an uphill pace can be difficult. Landscaping, although beautiful, makes the visibility poor. The inside median which is designed to be mounted by large trucks only, was so low that we noted about ½ the vehicles speeded through by driving *over* the median. By going to the outside of the circle, they would have slowed their progress. The pedestrian route added considerable distance to the cyclist route and was not straightforward. Despite all of these issues the biggest problem with this roundabout was the lack of a bike lane or a shoulder prior to entry or exit.

Although motorists must slow in the roundabout, as noted above, there is an expectation of a greater traffic flow if a roundabout is the construction of choice. On such roads, I believe, the cyclist needs a shoulder or bike lane upon entering and exiting to avoid conflict.

Since until recently, there have been few roundabouts in the Lower Mainland, we cyclists need to take a stand. Do well-designed roundabouts work for you? If so, what is an optimal design? Please provide your comments to the VACC general list serve at vacc-subscribe@yahoogroups.com.



Motorist driving on the inside 'median', and hence not slowing.
Photo: M. Orser

VACC Commuter Cycling Skills Program – the first year in review by Bonnie Fenton

The VACC initiated its Commuter Cycling Skills Program in the spring of 2006. The intention of the program was to offer residents of the GVRD the opportunity to learn to ride their bikes safely and confidently in traffic so as to be able to use their bikes for transportation. The VACC's goal was to offer the courses as widely as possible throughout the GVRD to enable people to learn to cycle in the regions where they would most likely be riding in the future.

All together, eight courses were offered in Vancouver, four in Burnaby, three in New Westminster and one each in Surrey, Langley Township, North Vancouver, and Richmond.

More classes were offered in the municipalities from which the VACC received funding (Vancouver, Burnaby, and New Westminster) and the rest were distributed where there was interest and an appropriate venue. In general, the classes in Vancouver and Burnaby filled up quickly with those in the farther suburbs being slower to fill. Five more classes are planned for

Vancouver and Burnaby this fall.

Of the 168 people who have taken the course so far, women outnumbered men by more than 2 to 1, with the ages 36-45 and 46-55 being most highly represented.

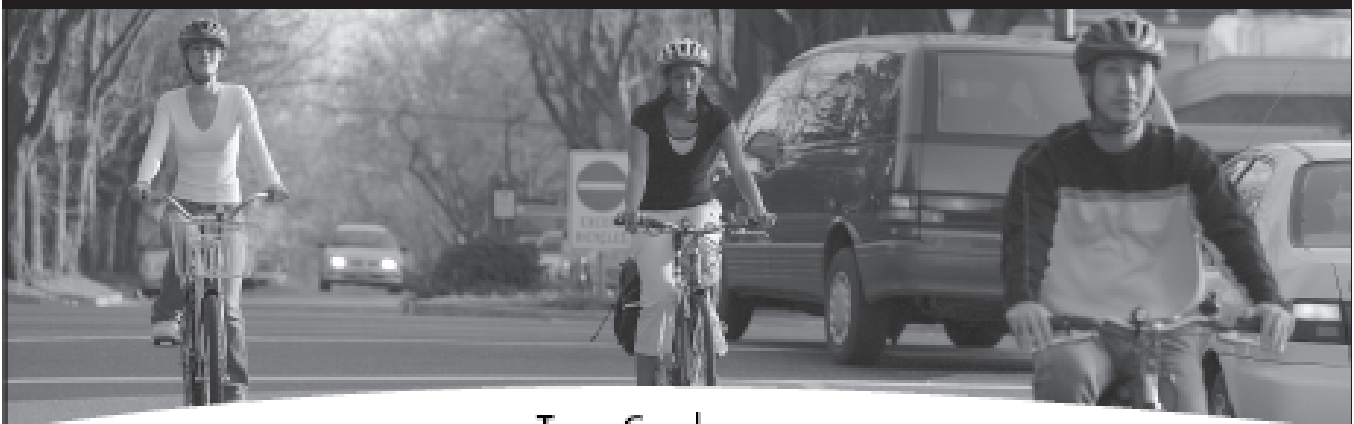
Age range	Female	Male	Total
16-25	15	5	20
26-35	27	6	33
36-45	26	15	41
46-55	24	13	37
56+	11	8	19
Age unknown	13	5	18
total	116	52	168

The feedback from participants has been overwhelmingly positive and extremely gratifying.

Of the evaluations received,

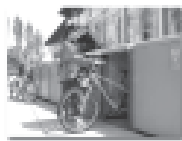
Continued back page

Cycling Around Greater Vancouver



Lock & Ride

Bike lockers are available for rent at most Millennium and Expo Line SkyTrain stations, Park & Ride lots, and Transit Exchange. Cost is \$10 per month. For more information on how to rent a locker, email info@mediaindoor.com or call (604) 624-1026.



Try a Combo

Bike & Bus – Many buses are bike rack-equipped; each rack holds two bikes. **Bike & SkyTrain** – Take your bike on SkyTrain any time and in any direction except Monday to Friday 7-9am in the peak direction (toward downtown Vancouver) and 4-6pm (away from downtown Vancouver). Load through any door but not more than two bikes per car. **Bike & SeaBus** – Take your bike on SeaBus anytime. SeaBus can carry six bikes per sailing.



Map it Out

It's easy to get around on two wheels with your TransLink Cycling Map. Pick up a copy at retail locations throughout the Lower Mainland. For a detailed list of vendors visit: www.translink.bc.ca/files/pdf/can_cyclingmap_locations.pdf



The Urbane Cyclist

Continued from page 4

the scene in an effort to escape any liability, either civil or criminal, the legislation applies. It is not triggered by damage or injury, but by the collision itself.

For the cycling community, this decision must be heralded as a great victory. Cyclists have no ability to chase motorists. The decision to leave or remain at the scene of an accident with a cyclist cannot be properly based on the motorist's own subjective assessment of damage or injury. Such assessments are bound to be self-serving – particularly in road rage cases.

By interpreting "accident" broadly, the Court of Appeal has endeavoured to determine the sense in which Parliament used the word.

Any concern that this decision will result in a flood of charges around harmless accidents is easily answered – the Police and Crown are responsible for bringing charges. Experience shows they will be reticent to do so unless there is an injury, damage or element of road rage at the heart of a motorist's decision to leave the scene of an accident. Ultimately, it becomes a question of resources and lamentably, those resources are not always used for the benefit of cyclists.

David W. Hay is a litigation lawyer and partner at Richards Buell Sutton LLP. The information above is not legal advice. Anyone seeking legal advice should call David directly at 604.661.9250 or email him at dhay@rbs.ca for a free consultation.

Work with the VACC

To become involved, please contact:

- | | |
|--|---------------------|
| <input type="checkbox"/> Burnaby | Mike 604 444-4068 |
| <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 Westminster | Andrew 604 521-2742 |
| <input type="checkbox"/> North Shore | Dave 604 988-5454 |
| <input type="checkbox"/> Rapid Transit | Jack 604 681-5744 |
| <input type="checkbox"/> Surrey | Mary 604 535-2513 |
| <input type="checkbox"/> TransLink | John 604 986-9220 |
| <input type="checkbox"/> Tri-Cities | John 604 469-0361 |
| <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 Burnaby
Mayor Derek Corrigan and Council
4949 Canada Way
Burnaby BC V5G 1M2
Phone: 604 294-7944
Fax: 604 294-7724
postmaster@city.burnaby.bc.ca

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

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

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

Continued from page 6

58 people answered 'no' to the question "Do you currently cycle to work?" and 'yes' to the question, "Do you feel this course has prepared you to start cycling to work?" Only 4 answered 'no' to both questions, indicating that they either still didn't have the confidence to ride or that they already felt they did and that the course material was a review for them.

The VACC will offer 40 courses in 2007 and will be hiring 3 new instructors. If you're interested in becoming an instructor, or if you have a suggestion for a course venue for 2007, please contact us. For more information on the program or to register for one of the fall 2006 classes, visit our website.

The VACC is also looking for corporate sponsors to allow us to continue offering the program in the long term. If you know of a company or organisation (perhaps your own employer) in the Lower Mainland that might be interested in working with us, please get in touch.

Commuter Cycling Skills Program contact:

Bonnie Fenton

bikeskills@vacc.bc.ca

604-734-1385

www.vacc.bc.ca/bikeskills

Bike Month Raffle

1st Prize Winner: Robert Matthews, Vancouver

2nd Prize Winner: Kari Hewett, Vancouver

3rd Prize Winner: John Seinen, Port Moody

Thank you to everyone that purchased or sold a ticket. Also, thank you to the following organizations that contributed prizes to the draw: Bard on the Beach, Cactus Club Café, Capilano Suspension Bridge, Greater Vancouver Zoo, The Keg Steakhouse and Bar, Playland, Royal BC Museum, Vancouver Maritime Museum, Science World at Telus World of Science, Museum of Anthropology, Vancouver Aquarium

Inaugural VACC fall membership drive

I will not put my bike away,
I will ride it everyday,
To work, to school, to shop, to pool,
even if the weathers cool.

We are asking each of you to invite one person to become a VACC member this fall. Come ride the road of change with us!

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 |
| 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: _____ | |

August 2006

Please make cheques payable to:

Vancouver Area Cycling Coalition

And mail, along with this application to:
VACC Memberships

City Square, P.O. Box 47068
15-555 West 12th Ave.
Vancouver BC V5Z 4L6