

Issue 42

Fall 2009



In this issue we
focus on the
Central
Valley
Greenway

Inside this issue:

Meet Your Board Members	5
Barriers 101	5

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

The Central Valley Greenway by Rob Brownie

One thing you will notice while riding along the Central Valley Greenway (CVG) is how flat most of the route is. Just under 25 kilometers long, the longest bike route in the region takes you through a number of light industrial areas between Vancouver and New Westminster but also into immense stretches of greenspace around Burnaby Lake.

The CVG opened on June 27th to the great pleasure of cyclists, government officials and Translink staffers, but few could have been more excited than local cycling advocate Richard Campbell.

"We all owe thanks to him for making the Central Valley Greenway a reality", applauds VACC board member, Jack Becker. Richard has been involved with the planning of the CVG from the very beginning. In the year 2000 Richard set up a website promoting his vision for a cycling route that would link Vancouver, Burnaby and New Westminster. He gave tours of the proposed route and gradually built up support for the project with the aid of BEST and volunteers from the VACC. Once Translink and the relevant municipalities came on board, Richard was an integral member of the design team, ensuring that the final route would be safe and accessible for all types of cyclists. The CVG is the spine of the regional bike route system in Metro Vancouver. Built at a cost of \$25 million (that's a million per kilometre), it sets the stage for further major bike route construction in the future.

The CVG features a mix of separated bike lanes and recreational trails that are either paved or covered with compacted gravel. Some sections include marked



bike lanes on roadways. Cyclist activated lights are to be found at most major crossings and signage will provide you with mileage markers so that you know how far along the route you have ridden. Major improvements are necessary at certain points including the small footbridge just past Gilmore which you have to walk your bike

Continued page 3

*Winnipeg Street Sign.
Photo by Leslie Love*

The Urbane Cyclist

Published quarterly by the Vancouver Area Cycling Coalition (VACC)

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

Editor: Leslie Love

Copy Editor/Advertising: Rob Brownie

VACC BOARD OF DIRECTORS

Arno Schortinghuis - President 604 325-1158
Charlotte Bathurst charlotte_b@yahoo.com
Jack Becker 604 681-5744
Colin Brander 604 733-9265
Rob Brownie 778 321-1656
Gwendal Castellán
Sara Gilbert
Jason Northcott
Ken Ohrn

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:
newsletter@vacc.bc.ca

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

Next deadline: Friday, October 30th, 2009

In June the Cyclist Awareness Safety Taskforce (CAST) sent a letter to the Vancouver Police Department (VPD) and the Mayor of Vancouver. Below you can read an extract of the text:

The Vancouver Area Cycling Coalition (VACC) has been striving to develop a strategy that will improve the overall safety of cyclists on bike routes and mixed use roadways in Vancouver.

Since in most instances cyclists and motor vehicles share the same roads, there is a need to ensure that cyclists are confident that there exist adequate laws to protect them and that they are actively enforced. To address the safety of our roads for cyclists, it is requested that there be a formal partnership created between the VPD, the VACC, and the Bicycle Advisory Committee (BAC). Areas which we feel need to be addressed include the following:

- ensure that laws which exist are adequate to address the safety of cyclists on roads.
- ensure that existing laws are adequately enforced to protect cyclists on general roadways as well as bike designated roadways.
- ensure that the VPD monitors, tracks and responds to cycling related collisions and complaints with the goal of reducing future collisions and injuries.
- develop and carry out programs and initiatives which address safety on roads for vulnerable road users.
- establish a clear and concise process that cyclists should follow when involved in a collision. This could include reportage, injury assessment and follow-up procedures.

The VACC is deeply concerned that many motorists who practice poor driving habits are not held accountable for their lack of due care and caution when driving on city streets and bikeways. With this in mind there are a number of specific regulations that we believe need to be made into law and/or consistently enforced in order to make the roads safer for the growing cycling community. We recognize that some of these issues are not under the direct jurisdiction of the VPD but we believe that the VPD may have some influence on these issues.

- Requiring a minimum of three feet of clearance while passing cyclists.
- Triple traffic fines if a motorist strikes a cyclist while breaking a traffic law (e.g. failing to signal, etc.)
- Motorists must yield to cyclists on any designated on-street bicycle route.
- Prohibiting a motorist from opening a door

Continued on page 6

The Urbane Cyclist

Continued from page 1

across, and the section of shared roadway along Still Creek Avenue in Burnaby.

Impressive features include the recently completed stretch along Great Northern Way in Vancouver and the planted sections along the Grandview Cut between Clark Drive and Nanaimo Street. The route passes by 11 skytrain stations and connects with 23 bus routes and 11 other urban trails. The Central Valley Greenway Bridge near the Sperling Station is a surprising piece of eye candy and you will enjoy the meandering trail through Burnaby Lake Park. A ride through historic New West completes the final leg of your journey but watch for the uphill detour that you must take while road construction is underway at Brunette Avenue and East Columbia Street.

A major concern for me was the lack of permanent, easily read route locators to help you navigate waypoints along the trails. If it wasn't for the light green sheets that have been temporarily taped onto lamp posts and fences I would have missed many important route transitions along the way. One alternative would be to have distinctive metal markers installed where the trail is interrupted, similar to how hiking trails are flagged in parks. Furthermore, lettering on the existing signage is too small to read and it would help if major roads and municipal boundaries were labelled. We anticipate that these details will be addressed in the coming months. In the meantime you can guide your ride by picking up one of the excellent CVG maps at your local bike shop (or go to the Translink website: www.translink.ca).



Photo of the Central Valley Greenway by Rob Brownie



The Golden Ears Bridge Opening.
Photo by Gordon Hall



Changes Coming by David Hay

The opening of the Central Valley Greenway (CVG) marks a new chapter for cyclists in the Lower Mainland. It comes at the same time as significant revisions to the civil rules of court designed to increase access to justice by lowering the cost of BC's civil justice system. From my perspective, the combination of these two events tells me that injured cyclists, and those seeking to avoid injury, will regard 2009 as a pretty good year.

The CVG increases safe access to destinations throughout New Westminster, Burnaby and Vancouver. It will no doubt be seen by many as the spinal column of the cycling network in the Lower Mainland. A Class 1 urban trail was clearly essential for harm reduction, and will be welcomed by many hitherto reluctant cyclist commuters. The seeds for civil reform were planted some seven years ago when the BC Justice Review Task Force began a comprehensive public consultations within the justice system, and with the public, in an effort to produce a new system whose purpose is, according to the Ministry of Attorney General, to "speed up, simplify and lower the cost in resolving disputes". The seeds for the CVG are of a similar vintage, and the coincidence of these two triumphs of the imagination is a happy one, and cannot be ignored.

Prior to the CVG, it was certainly possible to negotiate one's way from New Westminster to Science World, but that negotiation was not without hazard and risk. The same can be said for the present civil justice system. When in litigation, my cyclist clientele often face excessive questioning, lengthy examinations for discovery and unnecessarily broad exchanges of documents, having no direct relevance to the cyclist's injuries.

Certainly the CVG and changes to the civil rules will both have their critics. However, it seems to

me that the spirit firing the social change at the heart of both projects is based on the empowerment of the individual. Moreover, both the CVG and the rule changes are at least a challenge to the status quo. In both cases, the status quo was clearly unacceptable.

However you slice it, accessibility and affordability are good things. Certainly more can be done to improve on these two beacons of hope, but at least we are, with the tremendous support of countless unsung volunteers, moving in the right direction.

The new rules can be viewed at www.bcjusticereviewforum.ca. You know where to find the Greenway.

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.

mighty riders

☐ 10 E. BROADWAY VANCOUVER BC V5T 1V6
EMAIL INFO@MIGHTYRIDERS.CA
PHONE 604 879 8705
FACS 604 879 8390

☐ 1823 WEST 4TH AVENUE VANCOUVER BC V5N 1J9
PHONE 604 737 7577

MEET YOUR BOARD

MEMBERS

Jason Northcott



Jason Northcott currently works for The Nature Trust of BC as a conservation specialist and has worked as a planner in El Salvador, climbing guide in Texas, and prairie dog researcher in New Mexico.

Jason commutes every day to work and claims to have invented downhill mountain biking in Newfoundland; it just didn't catch on.

Railings, Barriers and Separators, 101 by Rob Brownie

If we are to be effective advocates for the development of improved and expanded cycling infrastructure we need to be speaking the same language as engineers and planners. With this issue of the newsletter we are looking at equipment that can be used to separate bikeways from other traffic lanes to ensure cyclists are safe and that access is controlled.

Bollards:

Are made of concrete, metal or wood posts and are used to restrict car access to bike paths, sidewalks and pedestrian areas. (Carrall Street Greenway).

Delineators:

Vertical markers are made of plastic or metal and are visual separators not suitable for bikeways, on roads where cars travel at higher speeds.

Concrete Barriers:

Used for semi-permanent separation of a bike lane from car traffic. Important along roads where car traffic flows at higher speeds. (Burrard Bridge)

Railings:

Railings are used on slopes with a steep pitch and along bridges in order to contain cyclists that may sway off of the path.



Bike Doctor

The Smart Choice Since 1991
SALES • SERVICE • PARTS • ADVICE

- Touring, Hybrid and City Bikes • Fast One Day Repair Service
- Trailers, Bags, Baskets and Carriers • Open Seven Days a Week

137 W. BROADWAY • 604-873-BIKE (2453) Across from MEC

4093 KINGSWAY • 604-439-BIKE (2453) At Patterson

www.thebikedr.com



The Urbane Cyclist

Continued from page 2

into moving traffic, reducing the danger of "dooring".

- Raising the fines for vehicles parked or driving in bike lanes or marked shared lanes.
- Requiring motorists to exercise due care for cyclists in addition to pedestrians.
- Actively enforce upcoming changes to traffic by-laws along bike routes which will see a lowering of the speed limit to 30 kph.
- Particular areas of increased need for enforcement include speeding, acceleration on yellow lights, running red lights, and a lack of caution with respect to cyclists on right hand turns.
- Consider cell phone use (including texting) an instance of driving without due care and caution and therefore a violation of this law.

CAST/VACC

Headwind

"May the wind be always at your back."

- To the Vancouver Police Department for (a) "celebrating" Bike Month by giving out tickets to cyclists and (b) giving out "misinformation" to the public and media to add insult to injury. It is NOT illegal to lift your bum off the seat while riding uphill; to talk on a cell phone when riding (unfortunately this is also true for car drivers); or to take the lane when making a vehicular-style left turn. This wrong information has been not only confusing to cyclists, but also dangerous.



The Perfect Combination
Your bike. Our Locker.

Bike LOCKERS FOR RENT

Riding your bike to a connecting transit service benefits your wallet, your waistline and the environment. Bike racks and monthly locker rentals are available at various Transit Exchanges, and SkyTrain & West Coast Express Stations making it easy to lock-up your bike and hop on transit.

For more information on renting a bike locker, contact C Media at 604-924-1076 or visit www.translink.bc.ca.

TRANS LINK

Work with the VACC

To become involved, please contact:

- | | |
|---|--|
| <input type="checkbox"/> Burnaby | Luis 604 431-6658 |
| <input type="checkbox"/> Delta | Carol 604 943-3412 |
| <input type="checkbox"/> Greater Vancouver | John 604 986-9220 |
| <input type="checkbox"/> Maple Ridge-Pitt Meadows | mapleridge-pittmeadows@vacc.bc.ca |
| <input type="checkbox"/> New Westminster | Andrew 604 521-2742 |
| <input type="checkbox"/> North Shore | Dave 604 988-5454 |
| <input type="checkbox"/> Bikes on Transit | Jack 604 681-5744 |
| <input type="checkbox"/> Surrey/White Rock | Gordon 604 535-2513 |
| <input type="checkbox"/> Tri-Cities | John 604 469-0361 |

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@gov.bc.ca

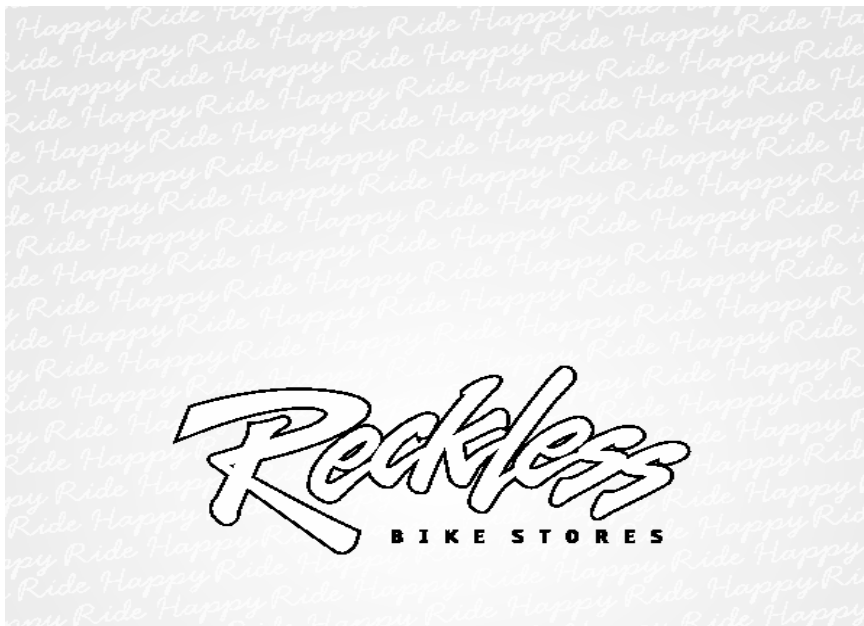
City of Burnaby
Mayor Derek Corrigan and Council
4949 Canada Way
Burnaby BC V5G 1M2
Phone: 604 294-7340
Fax: 604 294-7724
postmaster@city.burnaby.bc.ca

City of New Westminster
Mayor Wayne Wright
511 Royal Avenue
New Westminster BC V3L 1H9
Phone: 604 527-4522
Fax: 604 527-4594

City of Vancouver
Mayor Gregor Robertson and Council
453 West 12th Avenue
Vancouver, BC V5Y 1V4
Phone: 604 873-7621
Fax: 604 873-7685
Gregor.robertson@vancouver.ca

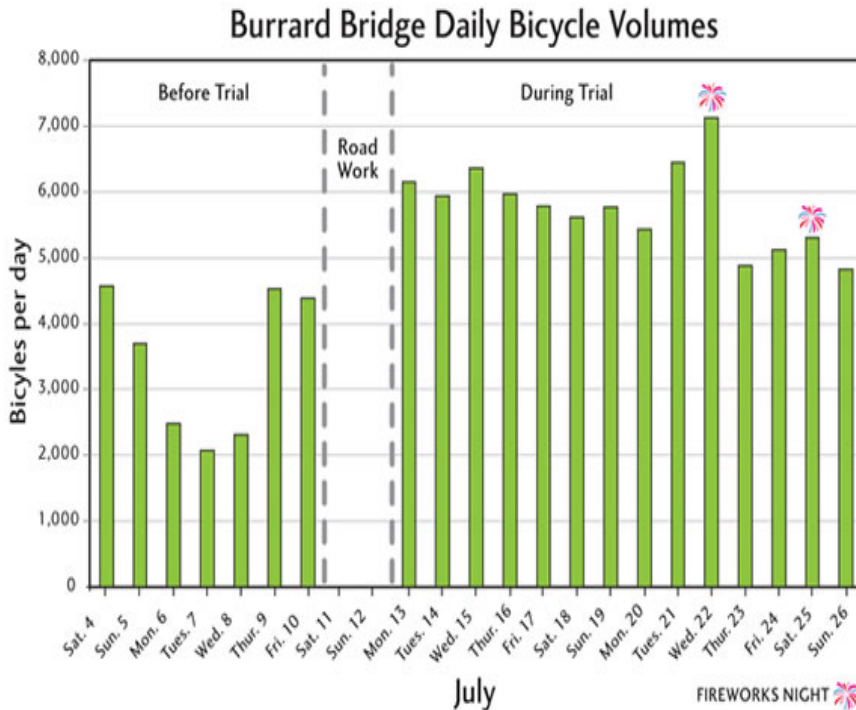
TransLink
Chair Dale Parker and Board of Directors
1600-4720 Kingsway
Burnaby, BC V5H 4N2
Phone: 604 453-4500
Fax: 604 453-4626
www.translink.ca

Refer to our website for more contact information.



PROUD SUPPORTER OF THE VACC





The first two weeks of pedestrian, cyclist and vehicle traffic data from the Burrard Bridge Bike Lane Trial show that cycling is up, pedestrian traffic has remained steady and vehicle traffic has fluctuated, with a slight decline overall compared to pre-trial levels.

Since the start of the trial, cycling traffic increased on average 30 per cent—up to 6,300 rider trips per day in the first week of the trial. In the second week, there was a slight increase up to a maximum of 6,450 riders per day travelling across the bridge.

From the City of Vancouver website:
<http://vancouver.ca/projects/burrard/statistics.htm>

Please mail this form and a cheque to:

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

Make cheques payable to: **Vancouver Area Cycling Coalition**

First Member Name	
First member E-mail	
Additional Member Name	
Additional Member E-mail	
Address	
City	
Postal Code	
Phone number	

I would like to get the <i>Urbane Cyclist</i> quarterly newsletter	<input type="checkbox"/> by email (to save paper and postage) <input type="checkbox"/> I need or really prefer it by mail
--	--

I would like to volunteer with the VACC I can contribute by: (Please note your skills / interests)	<input type="checkbox"/> Yes
---	------------------------------

Membership Types:	Amount	Total Enclosed
Individual	\$30	\$ _____
Fixed/Student/Low Income	\$15	
Each additional membership at same address	\$10	
Joint membership with BC Cycling Coalition (additional per person)	\$10	
Corporate/Organization	\$150	
Additional Donation (sorry we can't provide tax receipts)	\$	