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Let’s Go Biking!

**Boundary Bay**

*Colleen MacDonald*

Boundary Bay Park is one of Metro Vancouver’s Regional Parks and a perfect place for beginner riders. There are two parts of the park: Centennial Beach and the Dyke Trail east of Beach Grove.

We’ll start our ride at Centennial Beach where you can park and unload the bikes. There are nature trails and boardwalks so you can combine cycling with a bit of walking, too. And be sure to bring a bathing suit in warm weather as the beach is amazing.

The second part of the trail can be reached from many access points in South Delta. Today we will continue north of Centennial Park through Beach Grove and pick up the trail at 17A Ave. But first we’ll stop for coffee at the Beach Grove Cafe - mmmmm!

The dyke trail extends 30 km along the shore of Boundary Bay all the way to Mud Bay Park in Surrey but you can go as far along as you like and turn back when little legs give out. Along the way you might see eagles, snowy owls, herons, ducks, and migrating birds depending on the time of year.

**Ride Details:**
- 20 km each way ~ 40 km return
- Many access points along the dyke to shorten ride: 96 Ave, 88 Ave

**Getting There By Bike:**
- Take the bicycle shuttle through the Massey Tunnel: [http://www.th.gov.bc.ca/popular_topics/driver_info/route-info/massey/massey.htm](http://www.th.gov.bc.ca/popular_topics/driver_info/route-info/massey/massey.htm)
- Ride north east on 62B Street
- Take the first right onto eastbound 60 Ave
- Take the first right onto 64 Street
- Ride south on 64 Street to the Boundary Bay Trail

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Stanley Park Causeway

**Cycling Safety**

After a tragic cycling accident in May, HUB petitioned decision-makers to make safety improvements along the Stanley Park Causeway so that no further injuries or deaths would occur on this gap in the cycling network. Through our petitioning, meetings with decision-makers and media outreach, we now have confirmation from the Park Board and BC Ministry of Transportation that improvements will be made as quickly as possible, and HUB will be consulted on improvement details.

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3 photos by Cheryl Papove
Be a Part of a HUB Local Committee

Join your local HUB Committee and help make cycling conditions better in YOUR city! HUB has local committees in eight areas around Metro Vancouver. They meet monthly to mobilize around cycling improvements like bike lanes, bridge crossings, policies, and education. Be sure to check out the website and come join us.

You are invited to attend:
- Burnaby
- Maple Ridge and Pitt Meadows
- Surrey/White Rock/North Delta
- New Westminster
- North Shore
- Richmond/YVR
- Tri-Cities
- Vancouver/UBC

For dates, times and places of monthly meetings, go to: https://bikehub.ca/groups-committees

The HUB Street Team in Action!

The HUB Street Team was out in action last week, sharing bike cheer at Main and Union. We gave out maps, HUB stickers and generally just celebrated all of the awesome people commuting by bike.

We always knew we weren’t alone in the bike lanes but it was amazing to see just how many people rode by, in just one hour between 5:00 and 6:00 we counted over 625 people pass by us on bikes!

You can be a part of the team. Contact heather@bikehub.ca if you are interested.

Bike Friendly Business Feature

«BCIT and Bruce Carscadden Architect»

Cycling is the fastest growing mode of transportation in Metro Vancouver. An ever-growing roster of bike friendly businesses are emerging and eager to share their tips and tricks.

This month, we bring you stories from BCIT and Bruce Carscadden Architect.

Check out our Bike Friendly Business program for customized resources and tools to help bring more customers and employees who cycle to your business at: https://bikehub.ca/bfbbca

For more information and how your business can benefit, contact us at: bfb@bikehub.ca

Public Bike Sharing

Approved on July 23rd, the City of Vancouver has confirmed that public bike sharing will be launched in 2014. This is an important step forward when it comes to getting more people on bikes. Public bike sharing will provide convenient, spontaneous, one-way trips in the busiest areas of the city. This is great news, and HUB has been pushing for the implementation of bike share over the past few years.

exciting news!
Seaside Greenway Along Point Grey Road

Next summer, people of all ages will be able to enjoy cycling and walking from Kits Beach to Jericho along Point Grey Road extension of the Seaside Greenway. Hundreds of thousands of residents and visitors will experience the great views from parks dotting Point Grey Road. Year round, cycling commuters will take advantage of the this safe direct route from the West Side to Downtown and out to UBC.

City council heard from over 130 people during five days of meetings. Councilors Carr, Deal, Louie, Meggs, Reimer, Stevenson and Tang voted for the Point Grey improvements while Affleck and Ball voted against. On the previous Monday, council unanimously approved improvements to the Burrard Cornwall intersection that will make it safer and more convenient for everyone. Council also asked the Parks Board to plan improvements to the Seaside Greenway paths in Kits Beach and Haddon Parks.

Macdonald to Alma

The most contentious part of the plan is the diversion of through motor vehicle traffic off Point Grey Road between Macdonald and Alma. People walking and cycling will be able to continue straight along Point Grey between Macdonald and Alma. Drivers will still be able to access the homes and parks along Point Grey through the north south side streets.

Several residents along Macdonald and other streets were concerned about increased traffic due to the Point Grey diversion. In response to the concerns, council directed staff to address livability concerns and help mitigate the impact of traffic through measures including traffic calming on residential streets.

Many people on both sides of the debate agree that motor vehicle traffic is dangerous. People don't want to cycle in it or have it near their homes. That is why improving transportation choices is so important. When projects like this encourage more people to cycle instead of drive, the city becomes safer for everyone, driving, walking or cycling.

Others were worried about congestion. Chances are, as with the case with Burrard Bridge and Hornby bike lanes, these issues will very likely not be as bad as some expect. In fact, more people cycling and walking due to these improvements will decrease traffic on roads throughout the community and downtown.

Road space will be reclaimed to join Tatlow and Volunteer Parks together with only a bike path and sidewalks separating them. Future plans include the daylighting of Tatlow Creek. Also Point Grey Road Park will be expanded at Trutch Street.

Balsam to Trafalgar

From Balsam to Trafalgar, the proposed separated bike lanes were rejected due to resident's concerns regarding the removal of parking. Instead, the street will likely remain pretty much as it is now. While there is not much traffic on this section of Point Grey, parking is allowed too close to the driveways to allow cyclists and drivers pulling out of the driveways to see each other. Hopefully, the City will address this problem.

Trafalgar and Macdonald

Between Trafalgar and Macdonald, there will be a 4m wide separated bike lane on the north side of the road. A pedestrian and cyclist activated signal at Stephens and Point Grey will allow cyclists to access the new York Bikeway.

Alma to Jericho Beach

From Alma to Jericho Beach, there will be separated bike lanes on the north side of Point Grey.

3rd Ave

Also approved were improvements to 3rd Ave including a bicycle pedestrian signal at Macdonald and a traffic diverter at Bayswater.

Connection Needed to Burrard Bridge

Overlooked in these plans, is the need for an all ages connection from Burrard Bridge to Kits Beach and Cornwall. The current plan has the Seaside Greenway extending east to Yew adjacent to Cornwall in Kits Park, then heading north. It is uphill to York along Yew. It would make more sense to extent the path east to Arbutus then either have a path along Arbutus to York or find a way to include separated bike lanes along Cornwall. One possibility is acquiring space from the property owners on the south side of Cornwall.

Safe Convenient Cycling

The new route along Point Grey will only require cyclists to cross one intersection between Yew and Jericho while the current route along 3rd Ave requires crossing 18. As intersections account for over half of cycling collisions and much of the route is separated from traffic, the new Seaside Greenway should prove to be very safe to cycle on. The lack of intersections and hills will also make it faster.

Thank You

The Seaside Greenway will be enjoyed by thousands of people from Vancouver, the region and around the world everyday. A big thank you to City Council for their strong leadership, city staff for their hard work and all the members of the community for their dedication to make this fantastic addition to the city a reality.

More information at: http://wp.me/p3bwI9-6x

Richard Campbell

Seaside Greenway and York Bikeway - City of Vancouver
Past issues of WeCycle can be found here:

http://bccc.bc.ca/wecycle

Cycling Advocates & Health Officials: Natural Allies

Kevin Chan

When Dr. John Pucher came to town at the end of June he was quick to heap praise on Vancouver for its beautiful seaside paths, flowing separated bike lanes, extensive neighbourhood bikeways, and for leading North American statistics in active transportation when both walking and biking trips are combined. That’s not to say that Vancouver is perfect, far from it, but it’s safe to say that the planning professor from Rutgers University seemed genuinely excited to explore our region.

Despite the statistics, anecdotes, and various case studies from around the world the one message that resonated most strongly with me was that those of us who consider ourselves cycling advocates need to do a much better job expanding our coalition to include groups and professionals far outside the “usual suspects.” Cycling in our daily lives has such a potential to do so much good for so many people that we are doing everyone a disservice when we fail to engage with significant constituencies in a proactive way.

There are many individuals, groups, and organizations who should be natural allies to support active transportation in our cities and who may do so for any number of reasons ranging from health, to environmental, social justice, economic, or recreational. From the restauranteur who stands to benefit from the “stomachs on wheels” that will start to ride by with the construction of a new bike lane, to a school teacher worried about air quality around a school, or a couple who just want to ride their bikes around Stanley Park; each could stand to benefit if we made a more concerted effort to work together.

One area with the greatest potential for collaboration is between active transportation advocates and public health officials. For example, the Canadian Association of Physicians for the Environment recently released a report detailing the benefits of walking and cycling based on an extensive literature review. Even more promising Healthy Canada By Design has compiled three fact sheets and numerous other reports, drawing links between the built environment, active transportation usage, and overall levels of health. The most interesting thing? Health Canada By Design includes members like the Heart and Stroke Foundation of Canada, the Canadian Institute of Planners, and eight regional health authorities.

There is little doubt that cycling is great for our health. With reports like the ones from Healthy Canada By Design, stronger correlations can be drawn between our built form, levels of physical activity via active transportation, and the overall health of our communities. While some relationships exist on individual levels it’s beyond time for more substantial collaborations to be sought between these various groups who have the same goals if not the same reasons.
York Bikeway
Project Approved by City Council

Along with the Seaside Greenway along Point Grey Road, city council also approved the York Bikeway as an option for commuter cyclists to access Point Grey Road from the Burrard Bridge.

As part of the project, York will get separated bike lanes from Chestnut to Maple. Along York, most of the stop signs will be reversed so that people cycling on York do not have to stop at every cross street. To reduce traffic, York will be alternating one way for motor vehicles on the blocks from Vine to Maple. In response to resident concerns regarding loss of parking, the final plans do not include bike lanes from Yew to Maple. The result is that there will not really be enough space to comfortably cycle when there is oncoming traffic.

Stephens will be closed to motor vehicle traffic and a bicycle pedestrian signal will be added at Point Grey and Stephens so that cyclists can safely connect to the Seaside Greenway along Point Grey. As part of the improvements to the Burrard Cornwall intersection that council just approved, there will be a bicycle path through Seaforth Park from Burrard and Cornwall to York at Chestnut.

The majority of cycling experts who addressed council recommended separated bike lanes on Cornwall over the York Bikeway as research indicates that people tend to prefer cycling routes that are flat, scenic and direct. As the safety concerns along Cornwall have not been addressed yet, if a large number of people chose to continue to cycle on Cornwall instead of York, high numbers of cycling crashes will likely remain a serious problem. Sidewalk cycling was one of the main concerns of pedestrians and transit users and needs to be monitored to determine if it remains a problem.

While York is a relatively convenient option for eastbound cyclists as no additional crossings of Cornwall is required to access the Burrard bridge, it makes little sense for westbound cyclists to wait and cross busy Cornwall twice especially if they are going to Kits Beach or the Seaside Greenway. This will take more time and crossing Cornwall may actually expose them to greater risk than just cycling along Cornwall.

Councillor Carr acknowledged these concerns and put forward a motion to delay the approval of York pending further study. This motion was not approved. However, Council did direct staff to report back one year after completion of the Seaside Greenway and York Bikeway with any recommendations necessary adjustments so hopefully any unresolved safety issues will be addressed then.

More information at: http://wp.me/p3bwI9-6A

York Bikeway - City of Vancouver
Ironworkers Memorial Bridge

Sidewalk Widening

The widening of the sidewalks and the installation of the safety fence on the Ironworkers Memorial Bridge is scheduled to start this fall and finish by March 2015. The $20 million project will increase the width of the sidewalks from 1.2m to 2.5m enabling people to more easily pass when cycling and walking over the bridge. It is a much appreciated improvement that will make the bridge safer and encourage more people to walk and cycle.

During the construction, one of the sidewalks will be closed requiring all cyclists and pedestrians to share the other sidewalk. This is certainly less than ideal especially during the first phase when the open sidewalk will only be 1.2m wide.

Cyclists and pedestrians will need to be especially cautious and careful with everyone sharing one sidewalk.

The Ministry of Transportation and Infrastructure (MoTI) is also currently studying access improvements to the Bridge including those recommended by HUB and the BCCC. HUB and the BCCC will be meeting MoTI officials in the coming weeks to review their findings and encourage them to make these improvements soon.


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Vancouver City Council unanimously approved the rebuilding of the Burrard Cornwall intersection to make it simpler, safer and more convenient for people who walk and cycle. The $6 million project includes separated bike lanes from Burrard Bridge south to 1st Ave and west to Cypress Street. A path through Seaforth Park will connect to the new York Bikeway. The new intersection is designed to redirect traffic from Cornwall and Point Grey to other arterials. Pedestrian crossing distances and times will be reduced as well.

The Chestnut Cornwall intersection will also be improved by making Chestnut one-way northbound. A sidewalk and a two-way bike path will be added to the east side of the street from Cornwall to Greer. A right turn lane will be also added from Cornwall to Chestnut helping to minimize conflicts with cyclists. This intersection currently is a very dangerous blind corner with no sidewalk on the east side. These improvements will make it much safer for people driving, walking and cycling.

Construction is scheduled to begin this fall.

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**Burrard Cornwall Intersection Improvements**

**The Shortest Distance Between Two Points Should be the Bike Route**

**Richard Campbell, BCCC**

To encourage cycling bicycle routes should be as short as possible. Shorter routes require less effort and make cycling competitive with driving for a greater number of trips. Exposure to rain, heat, snow and cold is also less for shorter trips. Direct routes that avoid turns are more obvious.

People just taking up cycling and visitors will likely not find convoluted out of the way routes. Even people familiar with a route will miss a turn once every so often while newbies may miss turns all together ending up lost or in an environment not great to cycle in. While signs help, they are easy to miss. Now, in specific circumstances, longer routes may be better if they decrease cycling effort and time by avoiding hills and stops.

The Cycling in Cities research program based at the University of British Columbia School of Population & Public Health found that two of the top motivators for cycling are:

- The distance to your destination is less than 5 km
- Cycling to the destination takes less time than traveling by other modes

Of no surprise, the number one deterrent to cycling is safety concerns. In particular, most people won’t cycle on busy streets where there is no separation from motor vehicles. More often than not, main streets are main streets because they are direct and flat. Because they are main streets, popular destinations are built along them. Thus, in the majority of instances, the best approach is to build separated bike lanes to protect the cyclists from the traffic thus making the direct route safe for cyclists of all ages.

This approach is confirmed by the Cycling in Cities Motivators and Deterrence research which found that people prefer bicycle paths along major streets over traffic calmed residential streets.

Unfortunately, often there is a tendency to attempt to divert cyclists along circuitous routes on streets with low levels of traffic. These attempts are rarely successful in attracting high volumes of people on bicycles.

The importance of directness is confirmed by many other studies and best practices guides.

More information at: [http://bccc.bc.ca/directness](http://bccc.bc.ca/directness)
theft proof your bike

To keep your bike safe, you must out-smart the criminals who know more about bike security than you do.

1. Record your bike's serial number. The Vancouver Police Department recovers thousands of stolen bikes every year, but can't return them because many victims didn't record the serial number and didn't report the bike stolen. To locate your bike's serial number, ask a bike shop.
http://vancouver.ca/police/organization/supportservices/property-office.html

2. Replace the quick-release parts. Annoyingly, many new bikes still come with a quick-release (QR) front wheel, rear wheel, and seat post that are easy to steal. For as little as $20, you can replace all three QR parts with a security skewer set.

3. Use a U-lock, not a cable lock. Yes, hauling a heavy, high-security lock along on a ride sucks, but it's a fact of life when you cycle in Vancouver. Use a U-lock to secure the frame (not wheel) of your bike to a rack or pole. Don't use a cable lock unless your bike is worth less than $30.
http://www.thebikedr.com/How-To-s/how-to-choose-a-bicycle-lock.html

5 accessories to make your bike more useful

When it comes to environmentally transporting goods and materials, we Vancouverites could learn from other continents—and eras.

1. Rear rack. With a rack on the back of your bicycle, you can carry almost anything. It takes the weight off your sweaty back and your sore butt. Starting at $15.

2. Bungees. Use one or two bungees to secure a box of groceries, extra clothing, a purse, a hockey stick, and a surprisingly wide range of odd objects to your bike's frame or rear rack. $2 or less.

3. Bike bags. Known as panniers, bike bags hook onto a rear rack and keep groceries (no more shopping bags!) and clothes (no more gym bag!) dry and secure. They usually come in a pair starting at $40.

4. Basket. Metal newsboy-style front baskets and racks are making a comeback. They can be light enough to detach and carry like a shopping basket, or sturdy enough to transport a Bichon Frise. Starting at $25.

5. Kickstand. Mounted on the bottom bracket or rear triangle of your bike, a kickstand allows your loaded bike to rest wherever it wants. Inside, it keeps the bike away from easily-scuffed walls. Starting at $10.

top 5 car free day trip circle routes

If you've become an expert at spinning around Stanley Park, consider exploring Vancouver's neighbouring regions. Most destinations are accessible by transit and a bit of pedaling. Bring a Metro Vancouver Cycling Map, change for the bus, and your bike, of course.

1. Burrard Crossing. Complete a circle route on the North Shore by riding through Stanley Park and crossing the Lion's Gate Bridge. In North Vancouver, ride west on the Spirit Trail to Lonsdale Quay. Break for pie, then board the SeaBus back into Vancouver.

2. The Fraser River. Pedal south on the Inverness Bikeway. Explore the north bank of the Fraser River by following the Kent Bikeway west or east; or cross the Knight Street bridge and follow the Fraser River's south bank on River Road. Retrace your route to return to Vancouver.

3. Steveston Historic Site. In Richmond, join the West Dyke trail at the mouth of the Fraser River's Middle Arm. The flat, gravel dyke follows the shoreline southwards into the Gulf of Georgia Cannery National Historic Site in Steveston.

4. Delta and Boundary Bay. Aim for Tsawwassen's Boundary Bay Regional Park, then follow the dyke trail east as far as the railway bridge. Watch for shore birds and wild flowers.

5. Pitt Lake. By bike, bus or transit, head to the east side of the Pitt River Bridge. Ride Pitt Meadows' back roads and dyke trails northeast to follow the Pitt River to its source.
More and More are Cycling to Work

Driving to Work Down 16% East of Dunsmuir

Driving to work by Vancouver residents living east of Dunsmuir is down by 16% since 2006! According to the 2011 Census results, the number of people driving to work in the area bounded by Main, 1st Avenue, Boundary and Burrard inlet went from 13,915 to 11,685, a decrease of 2,230. The driving mode share dropped from 57% to 48.7%. For comparison, overall in the City of Vancouver, commuting by driving fell from 51% to 48%.

While the total number of commuters decreased by 435, as detailed in Cycling to Work East of Dunsmuir Up 40% in the last issue of WeCycle, a significant portion of this decrease in driving is likely due to 530 more people cycling to work.

This decrease in driving reduces congestion and improves the safety of everybody walking, driving and cycling around the City. It is yet another example of Vancouver's policies of encouraging cycling, walking and public transit to improve the quality of life in the city. It's just more evidence that Vancouver is supporting faster implementation of all ages cycling routes. Improvements to the Adanac Bikeway and the separated bike lanes on Union and Expo between Main and Carrall are currently under construction.

More information at: http://wp.me/p3bwI9-6q

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Controlling Uncontrolled Intersections

David Hay

In a recent decision involving a 7 year old cyclist, the Supreme Court of British Columbia considered the law relating to uncontrolled intersections. The case was a re-trial of an action for damages sustained by the boy who alleged he was struck by the Defendant’s vehicle while proceeding through an uncontrolled intersection.

The case is a sad reminder that the issue of fault is not resolved by simply looking at who got to the intersection first. Nor does the right of way analysis turn on “who hit whom”. Instead, the test is the same as it has always been. The driver on the left, whether that is a motorist or a cyclist, must yield the right of way to the driver on the right if they approach the intersection at approximately or so nearly at the same time that there would be an imminent hazard of collision if both continued on the same course at the same speed.

The injured cyclist argued that the obligation to yield the right of way fell on the driver who had been on the cyclist’s left as he approached the intersection. Even if it could be said that the driver had arrived there first and the cyclist seconds later, that did not alter the basic proposition that the driver on the right has the right of way. So said the cyclist.

While the Court accepted the cyclist’s analysis of the law, and accepted that the cyclist had been to the motorist’s right, the Court found that the accident did not occur in the intersection but occurred prior to the motorist reaching the intersection. The Court found that the collision occurred after the cyclist had at one point cut the corner and essentially driven into the car before it had arrived at the intersection. The rules and principles relating to the right of way at uncontrolled intersections were restated but, unfortunately, found not to apply to or benefit the cyclist, because the accident was found to have occurred outside of the intersection.

The take away for cyclists from this case is that the location of an accident is critical to any analysis of liability. Cyclists who find themselves in this unfortunate situation would do well, if able, to do use whatever means at their disposal to determine where a collision occurred. This may be a humorless task but a phone camera photo of the resting positions of the car and bicycle can go a long way to proving this factual issue. Confirmation of accident location from independent witnesses, including the Police, is also very useful.

David Hay is a litigation lawyer and partner at Richards Buell Sutton, LLP. He has special interest in bike injury law and can be contacted at 604.661.9250 or email him at dhay@rbs.ca.

More information at: http://bccc.bc.ca/controlling-uncontrolled-intersections/
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