



**BETTER ENVIRONMENTALLY  
SOUND TRANSPORTATION**  
*moving for change*

[The Bicycle Valet](#) | [Adult Trikes](#) | [Gas Tax](#) | [Chris' Corner](#) | [Thank You Donors](#)

## In This Issue

1. [The Bicycle Valet](#)
2. [Adult Trikes](#)
3. [Gas Tax](#)
4. [Chris' Corner](#)
5. [Thank You Donors](#)

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## NOVEMBER NEWS

### The Bicycle Valet -- It's Been A Great Season!

Well, we have officially wrapped up the 2011 Bicycle Valet season, and what a season it was! Thank you to all of the patrons that used our service, and thanks for riding your bike! Here's 2011 by the numbers:

- **22,000** - number of bicycles parked
- **0** - number of bicycles lost or stolen
- **10,000** - number of bicycles parked in July
- **150** - number of event days
- **1,792** - number of bicycles parked in one day at one event
- **5** - number of events we serviced in one day

Finally, a huge thank you to the over **80** staff and volunteers that made this season possible! We could not have done it without you!

We're going to spend the winter gearing up for what promises to be another record breaking year!

P.S. In October we had **2** more lucky contest draw winners: Cheryl Sharvit and Linda Tinkler.

[Top](#)

### Jackie Ross: Adult Trike Booster



All her life Jackie Ross was an avid walker. But in 1998, while living



in Canmore Alberta, she was beset by serious knee problems. Looking for a way to keep active and stay mobile, she first considered buying a scooter. But then she discovered adult trikes – and there has been no turning back. “I love trikes!”

Last year, Jackie, now 65 and living in Vancouver, acquired her second trike. It has 6 speeds, a solid steel frame, an extremely comfortable wide seat, and a large wire basket at the back. With the 3 wheels she feels supported and stable and the upright handlebars keep her grounded and well-balanced. Jackie uses her trike to go shopping and to visit in and around her neighbourhood of Kerrisdale; she has even ridden her trike over the Burrard Street Bridge to St. Paul’s Hospital.

Trikes are extremely popular in Europe and parts of Asia, though less common in B.C. But Jackie says there is a lot of interest – “Other seniors, and the families of seniors, often stop me on the street and ask me questions.” She says it seems that “some people just don’t want to get out of their cars, other people are afraid of trying something they aren’t familiar with.”

Jackie thinks one reason that there are few adults trikes in B.C. is the fact that unlike scooters and wheelchairs, adult trikes are not considered by the government to be medically essential. So even though they are ideal for seniors like Jackie who have serious mobility issues, the provincial government will not cover the cost. Because she is so convinced of the value of trikes for seniors, Jackie intends to begin lobbying the government for a change to this policy.

Costing in the range of \$650-\$750, adult trikes are a useful investment for anybody wanting to regain or maintain their health. An electrical assist for an adult trike adds another \$1000 to \$1300 to the price but can be extremely helpful if you are going up hills or if you want to work a little less energetically.

For more information on adult trikes, visit the STAR website at <http://www.starcanada.ca/pilot-projects/tricycles-bicycles/>.

[Top](#)

### **Legislation Introduced to Support Metro Transit**

At the request of the Mayors' Council on Regional Transportation, the Province is introducing legislation, the Greater Vancouver Transit Enhancement Act, which will allow the region to increase fuel tax by two cents per litre starting April 1, 2012.

The additional two cents per litre will increase the regional gas tax funding to approximately \$364 million and will help fund the Evergreen Line rapid transit project and other priority transportation projects across Metro Vancouver.

This is definitely a step in the right direction of a sustainable regional transit system.



[Top](#)

## Chris' Corner

By Christopher Wilcott

*This week our columnist takes a look at some of the issues around Green Cities, notably walkability and land use planning.*

### ***Making an Economic Case for Greening Cities***

According to findings of a recent Green Economy report of the United Nations Environment Programme (UNEP), humanity's poorly designed urban areas are costing the global economy as much as 3% of GDP annually. In our current era of anemic economic growth, this statistic should act as a beacon for cities to reduce their environmental footprint and to help heal their ailing economies.

Although the buildings of a city itself can be upgraded to reduce fossil fuel consumption, the best way for cities to reduce their carbon footprint, at least in my opinion, is through providing transportation alternatives to the personal automobile while at the same time ensuring that land-use patterns are designed to encourage those transportation alternatives to be utilized.

As Achim Steiner, UN Under-Secretary General and UNEP Executive Director, observes, "[i]n high density cities ... housing, commercial retail and leisure facilities are in close proximity, thus limiting the lengths of everyday trips. This is supported by efficient and extensive public transport networks."

Indeed, we only need to look at our own city to see this in action. Central Vancouver is a relatively dense, mixed-used area with an effective public transit infrastructure, and many who reside in the area choose to walk, cycle, or to take transit to their destinations. As suburban Surrey was mostly designed and built at the height of the automobile era it is not dense enough to support frequent bus service nor is it an inviting place to walk. Now, if only I could find out how much Surrey's suburban land-use pattern is costing the city's GDP per year.

Check out this article for more information on the topic:  
[http://www.menafn.com/qn\\_news\\_story.asp?storyid=%7b28cefff-aac9-4f21-b732-85515534f4c6%7d](http://www.menafn.com/qn_news_story.asp?storyid=%7b28cefff-aac9-4f21-b732-85515534f4c6%7d)

*Chris is leaving Vancouver this month for a job in the municipal planning office of a small northern Canadian community. We wish him well and look forward to receiving submissions from his new vantage point – what about that ice ferry?!*

[Top](#)

## Thank You To Our Donors

BEST relies on the many generous donors who support our work in sustainable transportation.

This past year has been exciting one. The Bicycle Valet has grown by leaps and bounds – we have been at over 120 separate event days, putting practical sustainable transportation in front of hundreds of thousands of people and allowing us to do meaningful outreach to “walk-bys.” In addition, BEST is in the process of developing another exciting new program – STAR Seniors Transportation Access and Resources. STAR is an innovative, equitable, and effective solution to what is currently a highly fragmented, under-financed and uneven set of transportation services for seniors in BC.

All donations are tax deductible. Cheques may be mailed to BEST, #209 – 175 East Broadway, Vancouver BC V5T 1W2. Secure on-line donations may be made through Canada Helps at the BEST website, [www.best.bc.ca](http://www.best.bc.ca).

Your ongoing support for our work is warmly appreciated.

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