

# SpokeLore

THE GREATER NANAIMO CYCLING COALITION  
A MEMBER OF THE BC CYCLING COALITION

March 2004 v8i6

*Congratulations, Taryn...*



*Photo by Bruce Mol, Master Instructor*

*Nanaimo's newest  
CanBike  
Instructor!*

*Taryn (and Allan, Mike, Patrick and Susanna, all from Victoria) recently completed the CAN-BIKE Instructors' course in Victoria. What's CAN-BIKE, you ask? Check out the article on page 3!*

## Late breaking!

Taryn has confirmed that a CAN-BIKE 2 course will be offered May 14-16 (Friday evening through Sunday.) Please contact her ([taryn@island.net](mailto:taryn@island.net)) to register or for further information.

## Meetings ([www.thegncc.org/Meetings.php](http://www.thegncc.org/Meetings.php))

### BC Cycling Coalition Annual General Meeting

- ☑ March 28, following the VI Populaire (see below) 3:00 pm at the Lawn Bowling Clubhouse, Bowen Park
- ☑ Marion Orser will present a slide show of her solo ride across Canada last summer  
info: Jim Alix, (250) 741-8565 [jalix@telus.net](mailto:jalix@telus.net)

### Regional District of Nanaimo Sustainability

- ☑ Representatives for the GNCC will attend this workshop to "discuss and share their ideas regarding [regional sustainability]" (see notice & article, page 2)

### Next General Meeting: Wednesday, April 21

- ☑ Debby Keith will present a slide show and talk titled "Australia: Cycling the Coast and Beyond"

## Rides ([www.calsnet.com/gncc](http://www.calsnet.com/gncc))

**Mar 27** Tour of Nanaimo's Bike Trails (E&N/Parkway Loop)  
Start: 2:00 pm at the Brooks Landing Staples store  
info: Jim Alix, (250) 741-8565 [jalix@telus.net](mailto:jalix@telus.net)

**Mar 28** Vancouver Island Populaire 50 or 100 km  
Register: 9:30 am at the Southgate Tim Horton's  
info: Don Munro, [the-munros@shaw.ca](mailto:the-munros@shaw.ca)

## And speaking of cycling education...

Yeah, **you!** No lights, dark clothes, riding on the wrong side of the road! You think riding a bike is **dangerous?** Drivers don't seem to see you? Maybe even yell at you to get off the road? Pedestrians panic when you pass them? **No wonder!**

Riding on Bowen Road, headed to a meeting at Java Expressions, the first cyclist I see at least has a yellow raincoat on. But he's on the wrong side of the road, sneaking along as far off the pavement as he can get, in a relatively unlit part of the City.

The next cyclist I see is on the right side of the road, but he's riding on the sidewalk and attired completely in dark colours.

Neither had lights, both probably thought of themselves as "pedestrians on two wheels."

Lights (and batteries) too expensive? The new LED lights—the ones designed to be seen, not necessarily to light

up the road in front of you—are **much** cheaper than a new bike, which you'll need when a driver cuts you off because you were essentially invisible. They're small and the batteries last so long that you can put the light on your bike and forget about it until next fall.

**HEY, YOU!**

**Clothing!** *SpokeLore* ran an article in its first year titled "White is not enough." It isn't, and you really should have something reflective on your back, at least. But white (anything but black or blue!) is **something**, especially in an urban, street-lit setting!

I didn't mention helmets, did I? It's the law, same as lights. In fact, I think I see more helmeted cyclists on the road than ones with lights, but it's still not great. Good helmets are cheaper than they've ever been! Whatever the price, it's better than a concussion!

## My Word!

notes from the publisher – Jim Alix

If you think **SpokeLore** looks a little different this month, you're right! To give **Gay** a well-deserved **rest**, we're going to try alternating issues for a while. And, of course, I gotta do it **my way!** If anyone out there wants to try publishing a small newsletter...we're still looking for a regular **editor**.

So what happened **this month?** You probably noticed the picture on the front of this issue. Nanaimo finally has a practicing **CAN-BIKE Instructor!** Taryn has scheduled her first **CAN-BIKE 2 course:** May 14–16 (Friday evening, then all day Saturday and Sunday.) We have an article explaining the CAN-BIKE 2 course on page 3. Space is limited, so if you are interested in taking the course, **contact Taryn** at (250) 758-1644 or email [taryn@island.net](mailto:taryn@island.net). The details of the course schedule will, of course, be posted on our website (<http://thegncc.org>)

**Bike Week preparations** are moving into full swing. **Tony Macgregor**, the Bike Week & Commuter Challenge Coordinator (see page 7) is working out of his office in the **Green Store** at Port Place, busily writing articles for local media, eliciting **support** from local, provincial and federal politicians and planning a full week of events from **May 30 to June 6**. If you would like to help us give Nanaimo a great Bike Week celebration, please **contact Tony** at (250) 754-2554

## Environmental sustainability possible within a generation

*Dr. Suzuki tells Prime Minister and municipal leaders February 05, 2004*

OTTAWA - Canada can achieve economic and environmental sustainability within a generation if governments work with industry and public policy groups to address major issues like using water and electricity more efficiently, reducing waste and pollution, increasing investment in urban transit, and improving how we plan cities to curb urban sprawl, says a new report by the David Suzuki Foundation, released here today.

"This is neither a lofty goal nor some obscure academic idea," said Dr. David Suzuki, who presented the report, *Sustainability Within a Generation: A new vision for Canada*, to municipal and federal leaders at a sustainable communities conference hosted by the Federation of Canadian Municipalities.

"Sustainability means living within Earth's limits so that Canadians don't have to think twice before drinking tap water or breathing the air in our cities," said

or by email: [energysolve@pacificcoast.net](mailto:energysolve@pacificcoast.net). Or you could drop by the Green Store, say "Hi" to Chad and Suzanna (the proprietors) and discuss your ideas for Bike Week with Tony.

Tom Hocking has been leading a group of cyclists on a crusade to improve their **medium-distance riding skills**, with the objective of entering the Vancouver Island Populaire (March 28.) The group has been "**spinning**" twice a week at North Ridge Fitness Centre and out riding on the weekends.

The VI Populaire—hosted by the Randonneurs on March 28—will have both **50- and 100-kilometre routes** and is intended to **introduce** cyclists to longer-distance riding. You don't have to be a member of the Randonneurs to "do" the Populaire, just **show up** early enough to register and get your route sheets and other instructions. Check out the VI Randos website ([www.island.net/~randos](http://www.island.net/~randos)) for some background material.

My wife, some friends and I visited the "2004 Group Health Seattle International Bicycle Expo," an annual event hosted by the Cascade Bicycle Club. We rented a car for the trip, since all three households are car-less, which occasioned some **funny business** at the border. Check out the story on page 4.

And finally...**Spring has Sprung!** If you haven't been riding all winter, now's the time!

Dr. Suzuki. "We need to understand that a healthy economy is inextricably linked to a healthy environment - it's not one or the other.

"But we also must ensure we are truly innovative. Innovation does not mean continuing to provide large subsidies to unsustainable sectors like the oil, gas, coal and nuclear industries while giving a tiny fraction of that support to sustainable sectors like wind, solar, micro-hydro and biogas. Now is the time for fundamental change so that future generations can enjoy resources we take for granted - like clean air and water - and do not pay the price because we squandered this wealth."

Canada is often perceived as an environmental leader, but this report by leading environmental thinker, lawyer David Boyd, shows the opposite is true.

- More Canadians die every year from the effects of air pollution than from homicide;
- Canada finished 28th out of 29 countries surveyed in a 1999 study of countries belonging to the Organization for Co-operation and Development (OECD) that examined performance in 10 categories including air, water, energy, climate change and biological diversity;
- If every individual in the world consumed as much energy and resources and produced as much waste as the average Canadian, we would

*cont. on page 8*

## Public Invited to Discuss Sustainability of the Region

[www.rdn.bc.ca](http://www.rdn.bc.ca)

The Regional District of Nanaimo (RDN) is holding a full day public workshop on Saturday, April 3, 2004 to discuss the region's sustainability, and invites residents of the City of Nanaimo, the City of Parksville, the Town of Qualicum Beach, the District of Lantzville, and Electoral Areas A, C, D, E, F, G and H to attend.

The workshop is being conducted as a part of the project to monitor the sustainability of the region. The project is being undertaken with the assistance of the Board-appointed Regional Growth Monitoring Advisory Committee (RGMAC), which includes 9 residents and 2 Board Directors.

Director Bill Holdom, Chair of the Regional Growth Monitoring Advisory Committee, says, "Sustainability is about living within our limits. The purpose of the workshop is to discuss with residents what the region would be like if was sustainable. It's going to be a highly interactive, informative and thought-provoking day."

Mike Harcourt and Mark Holland will be delivering presentations about sustainability and how the sustainability of a region can be assessed. The former BC premier is presently involved in a number of sustainability projects, including the Prime Minister's National Round Table on the Environment and Economy, the International Centre for Sustainable Cities, the UBC Sustainable Development Research Institute and an international sustainable cities competition. Mark Holland, an urban planner and landscape architect, provides consulting advice regarding sustainability and is also presently serving as the first 'sustainability manager' for the City of Vancouver.

Participants will have an opportunity to discuss and share their ideas regarding regional sustainability. The findings of the workshop will be used to develop a set of indicators (or measures) of regional sustainability. Information collected about the indicators will be used in future initiatives related to "*The Regional Growth Strategy for the Regional District of Nanaimo*."

Pre-registration is required as attendance at the workshop is limited. Register by contacting Florence McFarlane, Senior Secretary, Community Services, RDN at 390-6510, 954-3798 or 1-877-607-4111.

For information please view the RDN web site at [www.rdn.bc.ca](http://www.rdn.bc.ca), or contact Christina Thomas, Senior Planner, Community Services.



## What is CAN-BIKE?

Jim Alix

Congratulations to Taryn Langford for successfully completing the CAN-BIKE Instructors' course in Victoria early in March! This course took quite a while to organize, since Bruce Mol—currently the only practicing National Examiner (capable of certifying new CAN-BIKE instructors) in British Columbia—lives and works in the Lower Mainland. Getting the students and the teacher together took some organizing by the UVic Bicycle Users Committee!

The CAN-BIKE program was developed by members of the Canadian Cycling Association using John Forester's book, "Effective Cycling" and adding a Canadian perspective to the course. In recent years Toronto City Cycling has taken on the task of continuously improving the program and the development of the CANBIKE Instructor Manual.

Courses range from Kids CAN-BIKE to CAN-BIKE 2, recognized across Canada as a prerequisite for bicycle professionals: police, security, paramedics and tour leaders. Successful completion of CAN-BIKE 2, with a high



standard, is the prerequisite to becoming an instructor.

CAN-BIKE cycling courses are designed to equip everyone with the skills and knowledge to handle themselves and traffic safely. CAN-BIKE 2, the most challenging skills development course, is often described as "defensive cycling."

In the course, students study the law applicable to cycling, equipment selection and maintenance, crash prevention and handling, traffic principles, road positioning and touring theory. The course is very practical, including a large proportion of "on-the-road" learning and

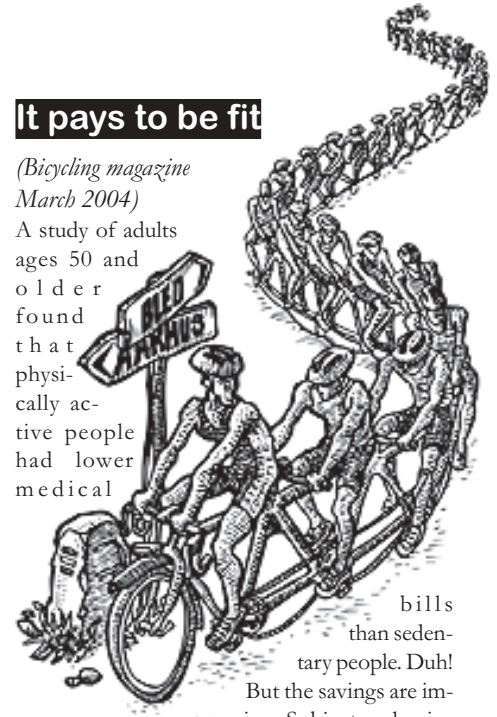
practice.

ps: Your author is a CAN-BIKE 2 graduate, after some thirty years of cycling in sometimes hostile traffic, and believing himself a fairly competent rider. CAN-BIKE 2 showed me that, while I was fairly competent at making the wheels go 'round, I had a lot to learn about riding in traffic. At a guess, I think CAN-BIKE 2 improved my cycling fifty percent or more. Definitely worth it!

## It pays to be fit

(Bicycling magazine March 2004)

A study of adults ages 50 and older found that physically active people had lower medical



bills than sedentary people. Duh!

But the savings are impressive: Subjects who increased exercise sessions from one to three or more times per week saved about US\$2,200 annually.



ride from seattle to vancouver, b.c. and party!

Jim Alix

In searching for information on the Seattle Bike Expo on the Cascades Bicycle Club website, I came across the "RSVP."

This year's RSVP is set for August 6-7. Kathy and I think it'd be a lot of fun to go to Seattle (probaby via Victoria) and join the ride to Vancouver. Another option would be to ride over via the Tsawwassen ferry and join the ride at the border.

Contact myself or Kathy (741-8565 or [jkalix@telus.net](mailto:jkalix@telus.net))

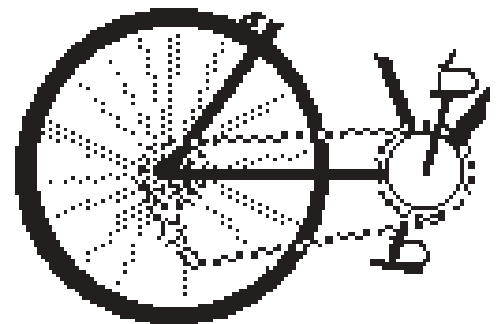
Here's the report from last year's event:

Despite some rain, the 2003 Ride from Seattle to Vancouver, BC and Party was a success. Just over 900 riders enjoyed 183 miles of scenic back roads.

\* 69% of riders were male; 31% were female

\* The oldest rider was 75; the youngest registered participants were 11 and 3 years old

\* Riders traveled from 23 states, plus Canada to do RSVP





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"The Simpsons"

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Nanaimo, B.C.  
Canada, V9T 2L8

## Seattle Bike Expo

Jim Alix

Every year at the beginning of March, the Cascade Bicycle Club ([www.cascade.org](http://www.cascade.org)) organizes a "Bicycle Expo" in downtown Seattle. Merchants, clubs, social groups, chiropractors and others display their wares, offer their messages and generally promote bicycling and an active lifestyle. Having enjoyed ourselves last year, we decided to go again this year, even though it would be a bit more of a trek from Nanaimo than from Vancouver.

Not really interested in riding down, we put out the word for others of like mind. The three that answered turned out to be careless, as well, so we arranged for a rental and happily headed for the border on Saturday morning, with yours truly in the driver's seat.

We approached the border guard a little apprehensively, with Canadian passports extended, to be greeted by the question "What would you **like** to do in the United States today?" Missing the emphasis, I naively replied "We're going to the Bike Expo in Seattle." In tones that made clear that we were lowly petitioners, the guard stressed: "You would **like** to visit the Bike Expo!"

There was more to come...when told that the car we were in was a rental, the guard asked, in tones laced with suspicion "There's five people here, and **none** of you own a car?" We thought we'd had it,

there. No excuse! Obviously, we must be terrorists! I refrained from the obvious reply ("We're going to a BIKE Expo!") and opted for simplicity: "No, sir." It worked! He handed back the passports and allowed us through.

The Bike Expo was a lot of fun (especially the bike "try-out" area, where I sampled the ride-ability of several recumbents and trikes) and we talked to a lot

crosswalks, having noted that drivers actually **looked** before turning. Maybe that was only because we were downtown on a weekend and many of the drivers were tourists.

As last year, there was a lot of merchandise on sale...good time to pick up a jersey or two, a pair of pedals or a new light. I always avail myself of the chiropractic advice (no massage therapy this year.)

Last year I tried out a "fully instrumented" bike; set up on a trainer to record pedal pressure through-out the pedal stroke and displaying graphs of speed, acceleration in synch with your efforts, really revealing where your pedal stroke was strong and weak. This year, the most interesting "try-out" was a set of cranks that are not mechanically attached to each other through the bottom bracket and can individually freewheel. This forces the rider to keep the left and right pedal strokes in synch "manually" ("pedally"?) and apply even

pressure throughout each stroke. While the obvious effect is an increase in the effort necessary for a certain speed, giving a better workout in a shorter time, the demonstrator said that the intended effect is to even out your pedal stroke, making you a more efficient rider.

Altogether an enjoyable weekend...I'll be looking at going again, next year.

## Group Health Seattle International Bicycle Expo

A Cascade Bicycle Club Event

Presented by NewsRadio 710 KIRO



of people. Visiting Seattle is always a good time. This time, I noted particularly that, although the streets were busier than in Vancouver, I felt safer on



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## Not losing it

Tom Hocking

I'm looking out my window at the rain pouring down. It's a grey, blustery day and the temperature is hovering around plus three. I know that warmer, drier days are ahead, but for now I just feel like hunkering in with a good book and a cosy fire.

Last bicycling season was good. By the end of summer, my wife and I had ridden a few fun tours on our tandem, and we finished the season by riding a 100 km 'speed tour'. I continued my training rides well into autumn, reluctant to let go of those memories of summer or of how good I felt being out on the bike.

The monsoon set in just before the Festive Season; with its endless round of parties and their selection of irresistible desserts. I could feel my hard-earned fitness slipping away with each passing Nanaimo bar.

I knew that if I didn't do something I would balloon from a svelte biking roadie to a ponderous doughnut junkie, but I didn't panic. Our ancestors knew that winter was a time for conservation of energy! Now that the days are becoming noticeably longer, I'm thinking of all the great riding I plan to do this year, and what I need to do to get ready for it.

There are many ways of not losing your cycling fitness over the winter. If you have not yet begun to bike, here are some ideas for getting in shape for spring. Commuting, of course, is a great way to stay in reasonable shape year-round and, if you commute two or three times a week,



chances are you've already got that minimum fitness base necessary to begin spring training in earnest.

I find that I am able to get my fitness by riding at lunchtime. On the better days I can get out there often enough to stay fit without having to ride in darkness. Going to a gym is another winter option that not only enables you to do a stationary bike, stair climber, or "spinning" class—you can work on the leg press and various other machines to build up your strength.

Many people have some sort of exercise machine in their homes. Some are stationary bikes or trainers that enable you to ride your outdoors bike indoors. We have one set up in front of a TV/VCR, a stereo, and a portable electric fan.

My wife often rides it before supper while she watches the news. I'll ride it occasionally, but my method is to put on a CD, pump up the volume, and watch some of my old Tour de France videos. Hey, I can race up the Alps along with Lance Armstrong!

On the nicer weekends, you can go on a fun ride with the Greater Nanaimo Bicycling Coalition. Check [www.thegncc.org](http://www.thegncc.org), then the "Chaingang" link for ride schedules.

However you decide to work on your cycling fitness, do it to get ready for spring. You'll enjoy your riding that much more.

See you out there!

## SETTING CYCLING GOALS

Tom Hocking

“If you don't know where you're going, you might end up somewhere else.”

Truer words were never spoken, especially if you're planning for long-distance cycling. Before you ever get a look at a route sheet, you'd better have a plan for how you intend to get to the start of the event. By this I mean you need to set some goals and decide on exactly how you can attain those goals. I'm a "list junkie". I break my cycling year into quarters, and make a written plan for each quarter. My first plan goes from January to the end of March (Coincidentally the time of the Populaire.) I call these plans my "To-bys."

Each plan starts with a slogan or title, for example, "Rebuild" or "Get ready for spring." I follow this with my "Words to live by" which might include affirmations or reminders from my memory banks of collected wisdoms. Then comes the "To" part. These are your GOALS. Make them concrete so you will know when you have attained them, e.g. "To complete the 100 km Nanaimo Populaire on March 28."

I usually list about 4-6 goals. The "Bys" are TASKS—

exactly **how** you are going to attain your goals. For example, "By participating in the GNCC spinning classes."

Make your tasks as specific as you can. If they're too airy-fairy how will you know if you're really doing them? I usually have more **Tasks** than **Goals**. There needn't be a 1 to 1 correspondence, but it is essential that each and every "To" you make be addressed by at least one "By".

Be flexible. Don't formulate a goal so rigid that it will result in your leaping from the Lions' Great Bridge at low tide if you should fail. Chris Bonnington, the famous British mountaineer, used a motto which I have adopted as one of my own. It goes like this: "When the going gets tough, lower your standards." Using this motto, Chris put up some of the world's classic climbing routes and manages to continue living into a ripe old age.

Goal setting is an important part of your training plan. It is necessary that you write your OWN plan to address your OWN needs. Good luck. Have some fun with this exercise. See how many cycling "To-Bys" you can come up with.

# SpokeLore

is published nine times a year by the **Greater Nanaimo Cycling Coalition**, Unit 130, #34-1150 N. Terminal Ave., Nanaimo, BC V9S 5L6

Questions regarding content (including submission of stories for publishing) or advertising in **SpokeLore** may be directed to the publisher, at the above "snail-mail" address or by email at [spokelore@thegncc.org](mailto:spokelore@thegncc.org).

Views expressed in **SpokeLore** are not necessarily those of the GNCC or of the editor/publisher.

The purpose of the GNCC is to promote and improve conditions for cycling in the Nanaimo area, by:

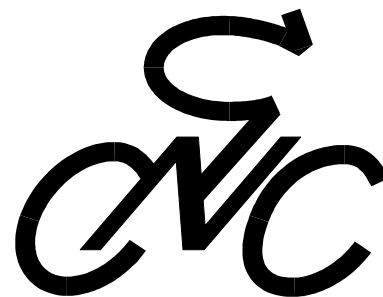
- ✉ providing a unified voice for all cycling interests in the area
- ✉ operating as a citizens' advocacy group in cycling-related matters
- ✉ promoting more cycle-friendly roads and recreational riding opportunities

### GNCC Board of Directors

John van Beek, Jennifer Wong, Graham Shuttleworth, Signy Parkin, Jim Kirby.

You may contact the GNCC by email at [info@thegncc.org](mailto:info@thegncc.org)

The GNCC's website (where you can find back issues of **SpokeLore**) is at [www.thegncc.org](http://www.thegncc.org)



**GREATER NANAIMO  
CYCLING  
COALITION**  
<http://thegncc.org>

## YES! I WANNABEE part of the GNCC!

Your contribution will help us (and you) take a pro-active approach to creating a more hospitable cycling environment in Nanaimo.

As a member, you will get:

**SpokeLore** newsletter nine times a year.

Find out what's going on and who's involved.

### Better cycling facilities.

Get involved or support those who are working to make our region more cyclist-friendly.

### Rates, per Calendar Year

**\$24 Individual**

**\$12 Student/Senior/Low Income**

**\$36 Household** (all members must have the same address)

**\$80 Corporate Member** (please name corporation & designated voting member on this form)

Employee of a Corporate Member receives a 10% discount from the normal rate.

Make cheque or money order payable to the Greater Nanaimo Cycling Coalition and mail to:

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Unit 130, #34-1150 N. Terminal Ave.

Nanaimo, BC V9S 5L6

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email: \_\_\_\_\_

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### Interested in Volunteering?

Please check your interests below.

\_\_\_ Deliver SpokeLore by bike (9 times/year)

\_\_\_ Contribute to SpokeLore (articles, photos, artwork, editing/layout)

\_\_\_ Help with a GNCC special event

\_\_\_ Provide a talk, demo, or display at a GNCC meeting

\_\_\_ Lead road or trail rides with Chain Gang

\_\_\_ Join a specific committee

\_\_\_ Help with GNCC office & resource center

## Cyclists and the wrong side of the road

David Hay

The British Columbia Court of Appeal recently upheld a Trial Judge's finding that a cyclist was 50% liable for his own injuries for riding on the wrong side of the road. The decision of the Court of Appeal appeared to be based on the general principle that in order for someone to be negligent and owe damages to another, it must first be established that a duty of care is owed to that other based on reasonable foreseeability. The reasoning in the Court's decision was that a motorist exiting a parking lot would not necessarily foresee that a cyclist would be travelling on the wrong side of the road.

Let us review the facts of the case. The Plaintiff, David Ivanoff, had been at work at the Petro Canada Station at 27th Street in Vernon. The service station is located on the left side of 27th Street. He rode his bicycle in a northerly direction on the paved shoulder on the west side of 27th Street towards 48th Avenue. His plan was to cross 48th Avenue to go east towards his home. Near the corner of 27th Street and 48th Avenue, just south of 48th Avenue there was a strip shopping mall. The Defendant, William Bensmiller, was driving his pickup truck and towing a trailer and he was in the course of exiting from the parking lot for that strip mall when the collision occurred.

The evidence at trial was that Mr. Bensmiller had stopped at some point prior to his exit in order to find a clear spot in the southbound traffic. That is, he was intending to turn right and his intention was focussed on southbound traffic. When he drove onto 27th Street, he collided with the northbound cyclist.

At Trial, the Plaintiff was found 50% at fault. The Trial Judge stated: "he (the cyclist) knew that riding his bicycle on the left facing traffic was an unusual manoeuvre. He chose to do so for his own convenience. The Motor Vehicle Act requires cyclists to ride to the right and that is what other users of the road are entitled to expect...having chosen to depart from usual pattern, I find that the Plaintiff had a duty to take greater care in travelling on the wrong side of the road. I would expect him to know that other users of the road may be surprised by his presence there and would expect him to proceed cautiously as a result. Rather than do that, the Plaintiff rode at a steady pace on the left shoulder. He says he did not see the Defendant until the last minute...the Plaintiff has provided no explanation for why he did not see the Defendant earlier and then proceed more slowly and cautiously until he made sure that the Defendant saw him. In my view, having chosen to ride on the wrong side, it was incumbent on the Plaintiff to take care that drivers see him in this unexpected location. It was not good enough for him to assume that the Defendant would stop when there was no assurance that the Defendant had seen him, and he was approaching from this unusual position".

In upholding the Trial Judge's findings, the Court of

Appeal placed particular reliance on the reasonable expectations of motorists, which are in turn based on the dictates of the Motor Vehicle Act. However, it is important to note that despite a clear violation of the Motor Vehicle Act, the common law still afforded damages to the Plaintiff in that case for a general failure on the part of the motorist to keep a proper lookout.

A similar case was just decided in New Brunswick, but in that case the cyclist was on the sidewalk. In *Schatz v. Kozlowski*, Schatz, the cyclist, had given evidence that he always used the sidewalk. "It's safer". He said he assumed the driver of the van exiting from a wide driveway could see him. He said that as he was riding past the front of the van, it moved and hit the side of his bike. Interestingly, the driver in that case gave evidence that she did not move at all and believed the bike ran into her. In deciding the parties were each 50% liable, the Judge in that case stated that the cyclist was prohibited from riding on a sidewalk by a City of Fredericton by-law, but that "a violation of a statute is not itself tantamount to negligence. In this case I find that the riding of a bicycle did contribute to the cause of the accident. It permitted Schatz to cover distances more quickly than he could have done had he been walking. This contributed to Kozlowski's failure to see him when she looked from left to right in an attempt to join the traffic stream".

The motorist was found liable for failing to see the cyclist "when he was obviously there to be seen."

Both cases represent excellent illustrations of the application of the common law duty of care based on foreseeability.

David W. 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 [dwhay@rbs.com](mailto:dwhay@rbs.com).





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 Website: [www.nanaimohostel.com](http://www.nanaimohostel.com)

## Bike Week 2004 Planning

Jim Alix

With the hiring of Tony Macgregor as Bike Week Coordinator, Bike Week planning got into full swing this month. Tony has so far elicited letters and motions of support from Nanaimo City Council, the Board of the Regional District of Nanaimo, from Judith Reid, MLA Nanaimo-Parksville, from Mike Hunter, MLA Nanaimo and from Dr. James Lunney, M.P. Nanaimo-Alberni.

The Bike Week Committee is meeting regularly and has proposed a schedule of events:

- May 30–June 5 ..... Commuter Challenge
- Mon, May 31 ..... “Appy Hour”  
4:00–5:30pm in 2 locations
- Tue, June 1 ..... Maintenance Workshop  
7:00–9:00pm, location TBD
- Wed, June 2 ..... “Appy Hour”  
4:00–5:30pm in 2 locations
- Thu, June 3 ..... Maintenance Workshop  
7:00–9:00pm, location TBD
- Sat, June 5 ..... Family Ride  
1:00–4:00pm, E&N Trail
- Sat, June 5 ..... Bike Film Night  
5:30–10:00pm, location TBD
- Sun, June 6 ..... Bike Fair  
10:00am–4:00pm, location TBD

This schedule is still pretty tentative. For instance, the Bike Fair on June 6 may have to be abandoned if it is determined that an event of this magnitude is beyond our capabilities. One of the problems in past Bike Weeks has been that, although we can find volunteers “on the day,” it has not been recognized that the Bike Week Coordinator cannot personally organize and supervise all the events. There is simply too much to do.

What is needed is volunteer organizers for each event. Someone needs to volunteer to organize, for example, the “Appy Hour” events: ensuring that we have the necessary permits from the City and the

Ministry of Transportation, that sponsors will supply the snacks, that tables and tents will appear at the right time and that volunteers will not only be present, but will know enough about the GNCC, the Commuter Challenge and cycling in general. In fact, as far as organizing individual events, the job of the Bike Week Coordinator shouldn't be much more than making sure that the volunteer event organizers aren't (for example) stepping on each others' toes by approaching the same sponsors.



The Bike Week Committee enjoying pizza and pop (thanks Tony) at the first meeting.

## Meet Tony: our 2004 Bike Week Coordinator

Staff

Tony MacGregor has made his living in communications and community relations for the past 30 years: as a reporter, a newspaper columnist, a Power Smart marketing spokesperson and a community relations analyst for BC Hydro. While covering the BC Legislature for the Thomson newspaper chain, he wrote a syndicated column and had his own TV show, “Insight Victoria”. His most recent syndicated column, which he wrote while in Prince George, dealt with the issues of living in the north.

While working for BC Hydro's Power Smart program in Victoria, he coordinated the Power Smart Challenge, a drive to make the Greater Victoria region a North American leader in energy efficiency and environmental responsibility.

“That was the job I enjoyed most during my time at BC Hydro,” he said. “It was something I really believed in. I feel the same way about coordinating the

Bike Week is the GNCC's chance to celebrate the concept of cycling both for pleasure and utility and to make it apparent to the public and to the various road authorities that cyclists are a large—and growing—segment of the population. The more exciting and noticeable Bike Week is, the more benefit for the GNCC and, through recognition, for cyclists in general.

To volunteer, contact Tony, at 754-2554 or by email at [energysolve@pacificcoast.net](mailto:energysolve@pacificcoast.net)

Commuter Challenge/Bike Week 2004. If we're successful in attracting large numbers of Nanaimo residents to use their bikes for commuting, the environmental and health benefits to the community would be enormous.”

He added that he feels buoyed after the first meeting of the Commuter Challenge/Bike Week 2004 Committee March 1. There are lots of ideas, enthusiasm, experience and commitment. Commuter Challenge 2004 could be Nanaimo's most successful yet.”

He has been a committed commuter cyclist for most of his working life. He graduated in journalism from Ryerson University in Toronto, Canada, in 1969, and studied

anthropology at the University of Victoria, B.C., for one year. Besides cycling his pastimes are racquetball and genealogy. He is married with two daughters aged 15 and 19.



## Cyclists most likely to get to work on time

source: [www.ctc.org.uk](http://www.ctc.org.uk)

CTC, the national cyclists' organisation, has welcomed the results of a survey which this week revealed that the most reliable way of getting to work is by cycle. The survey, conducted by the Chartered Management Institute examined the levels of disruption experienced by managers travelling to work

by car, bus, motorbike, train, the underground and cycle, and found that those travelling by cycle experienced the least amount of delay. Department for Transport national statistics reveal that over 3 million people (almost 14% of the working population) cycle or walk to work.



## Investing in Corporate health

Studies have shown that, in companies where a health program is in place, the return for the company is on the order of \$3.00 for every \$1.00 invested.

**For Wheely Good Food  
wheel into the Windward  
Neighbourhood Pub**

14-1588  
Boundary Crescent

## Environmental sustainability possible within a generation

from page 2

need four additional planets like Earth to survive.

Despite our poor record, however, research shows that Canadians have a deep-rooted connection with the natural world and believe nature is essential to human survival and that time spent in natural areas as children is very important.

"There is a disturbing gap between our poor environmental record and our strong environmental values," Mr. Boyd writes in *Sustainability Within a Generation*.

"To eliminate this gap, Canada needs to develop and implement an ambitious new environmental, economic and social agenda. Countries with reputations for environmental leadership such as Sweden and the Netherlands have already embraced similar objectives and are making progress towards a sustainable future."

A 1997 World Bank study found that cities that invest in sustainable transportation fare better economically than those that spend the least per capita on transportation. Building a clean, efficient economy using renewable energy, less-polluting vehicles, and environmentally responsible infrastructure is actually cheaper than urban development that results in sprawl.

Given that 80 per cent of Canadians live in urban areas, Prime Minister Martin's new deal for cities is important, but to truly benefit Canadians it must be environmentally as well as economically sustainable, says Dr. Suzuki.

"All new expenditures for our cities must support projects that will make our communities better and healthier places to live," he said. "Pouring money into building more roads, developing more pollution-

causing technology, and increasing the size of urban areas across the country would be backward steps. We have the opportunity now to leave an ecologically sound legacy for future generations and we must seize it."

Specific examples of initiatives the federal government can adopt in its upcoming budget to ensure Canadian communities become economically and environmentally viable include:

1) Shift gasoline tax revenue to public transit—the



federal government collects an excise tax of 10 cents per litre on gasoline, including 1.5 cents intended to bring down the deficit. A significant portion of this tax should be shifted to investment in public transit. Canada is the only OECD country that does not consistently invest in public transit.

2) Support investment in green infrastructure for

municipalities—the federal government must increase funding for water, sewage and transportation to municipalities, and establish criteria to ensure that all projects are environmentally sustainable and limit urban sprawl. Canada's overall municipal infrastructure deficit is \$60 billion, due in part to the almost 50 per cent cuts in total cash transfers to municipalities from the federal, provincial and territorial governments in the past decade.

3) Expand funding for renewable energy—the federal government must double funding and support for the Wind Power Producer Initiative, a fledgling program that has considerable potential for producing renewable energy in Canada. Incentives for other low-impact renewable energy sources, like solar, tidal and micro-hydro, should also be expanded. These energy sources address the problems of climate change, air pollution and long-term energy security while also making an innovative contribution to Canada's economy by providing sustainable employment.

"Renewable energy is the fastest-growing source of energy in the world," said Dr. Suzuki. "A study by Shell In-

ternational shows that renewable energy could supply 50 per cent of the world's energy needs by 2050, yet Canada continues to provide significant direct and indirect subsidies to unsustainable, polluting energy sources. This practice needs to be reversed so that our greatest energy investments are into renewable sources."



For sale:

**Road bike:** (light steel frame, index gear shifters) 52/53 cm frame. Good condition.

**Giant Mountain Bike:** hard tail, aluminum frame, Judy Rock Shox, will suit someone ~5'2" to 5'5".

Excellent condition, have been used very little

**Contact:** [lgodbout@shaw.ca](mailto:lgodbout@shaw.ca)  
(250) 756-2309

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