

April 2004 v8i7

SpokeLore

The Greater Nanaimo Cycling Coalition
A member of the BC Cycling Coalition

Bike Week 2004
is almost here!

This year, look for events from Monday, the 31st of May to Sunday, the 6th of June...

BIKE WEEK 2004!
BIKE WEEK COMMUTER CHALLENGE

To sign up for one or more Bike Week activities, please visit: thegncc.org/BW2004/signup.php.

MEMBERS: THE NEXT GENERAL MEETING...

Wednesday, April 21st at the Bowen Park Complex, Activity Room #1, 7:00 pm. The special presentation will be a slide show of Debby and Jim's Australian tour.

It is also planned to have a meeting in May, on the 19th. This would be a special meeting to kick off Bike Week.



Administration

Activities

Links

Bike Week

Welcome to Nanaimo on Wednesday, April 14th, 2004 at 6:48 am

BULLETIN BOARD

General Announcement

NEW!Sign up for Bike Week 2004. Click [here](#).

General Announcement

Don't forget that GNCC memberships expired at the end of the year! Renew today to support your Coalition. Our new policy is that the March issue of SpokeLore is the last we will deliver to lapsed members.

Wednesday, April 21st

General meeting. 7:00 pm at Bowen Park. A slide show of a cycle tour of Australia is scheduled.

Saturday, May 22nd



Time to plan for the May long weekend San Juan Islands: let's go camping!

General Announcement

A Canbike 2 Course will be held on the weekend of May 14th through the 16th. There may still be room ... contact Taryn at 758-1644 for details.

General Announcement

NEW! Why not take our survey? See below, right.

FROM THE PUBLISHER'S KEYBOARD

Well, once again it is me again. My last was October 2003. Since then we have been practicing a rough "Publisher Rotation." Gay did the November, January and February issues, and Jim did last month's.

In November and December, my Coalition time was spent updating the web site. I took the opportunity to apply several up-to-date tools which I had been learning: Cascading Style Sheets and the programming language PHP. What this means to the user is that the site is much more dynamic. Such things as the month's calendar and the time of day are automatically generated. As well, on the home page, a picture is chosen at random from a set which can grow or otherwise change, *without any changes to the underlying code being needed*. A similar technique is used to generate the text on the Bulletin Board: all that has to be done to maintain the listings is add their descriptive texts in a file along with information about when to start and stop showing the notice.

For those who have not visited the site lately (and why not?), I've pasted a clipping of the top part of the home page

here.

The image "rotation" on the home page, below the Bulletin Board, to the right, needs some more cycling-related photos. The ones that are there came from two main sources: my old SpokeLore directories and Bob Goerzen. There is plenty of room for more. See the "notes" page for submission guidelines.

Many of the links pages contain a whole lot of nothing. The Vancouver Island page is the only one that could be considered any way near complete. So if you have any bookmarks to sites that you think we should post, send them along (webmaster@thegncc.org).

Attention:

If you do not need to receive SpokeLore in "hard copy" but can read it online, please let us know at info@thegncc.org.

WELCOME TO NEW MEMBERS

The following have joined so far this year: John Hannon, Kim Klapstein, Leigh Blaney, Jane Lyons, Tony MacGregor, Lea Ross.

MEMBERSHIP REPORT

Including from the new members above, we have 48 fully paid up members. There are 41 people who paid last year but have not (yet, we hope) paid this year. The data base contains 300 records, but this includes all past members and advertisers.

BIKE WEEK 2004...**ADVANCE SCHEDULE:****Monday May 31**

"Homeward Bound Appy Hour"
Time 4-5:30 pm Locations: Mostar @ Start of E & N Trail Bowen @ 19A

Tuesday, June 1

Bicycle Maintenance Workshop
at Bandstand Time : 7PM – 9PM

Wednesday June 2

"Homeward Bound Appy Hour"
Time 4-5:30 pm Locations: Mostar @ Start of E & N Trail Bowen @ 19A

Thursday June 3

Bicycle Maintenance Workshop
at Bandstand Time : 7PM – 9PM

Friday June 4

Award presentation to participating companies and individuals.

Trails to Ales ride.

Saturday, June 5

Film Night
Family Ride. Start at Black Bear Pub, several loops are possible.

Sunday June 6

Bike/Health Fair Harbour Park Place

**RUCKLE PROVINCIAL PARK,
SALTSPRING ISLAND**

Tom Hocking, solo

On the weekend of 15-16 August, 2003 I did a solo to Ruckle Park on Saltspring. It's billed as a "walk-in" campground. It's a GREAT site—on a large grassy knoll they put 75 tables spread out so you can tent. The trouble is that it's only about 100 meters from the carpark and the park provides wheelbarrows for people to cart all their gear to the campground: it was FULL by the time I got there on Friday at 4 pm!

The people had brought in coolers, they had lazyboy chairs, they had bigtop circus tents, they had bratty kids with noisy toys, they had stereos. Well, "Say n' more!" I looked around till I saw some touring bikes, went over and befriended a trio from Sweden and put my tent near them. Later I met more cyclotourists—a German girl (solo, of course) a family from Portland, and an old hippy from Kaslo.

There was a stiff southeasterly all evening but I put my door overlooking the water anyway. It was far too windy for any bugs to be aloft. I managed to cook dinner and so forth, then settled back to enjoy the view. Lots of whitecaps. And so to bed.

At 3 AM I awoke. The wind had died off and there, just outside the door floated the Moon, and Mars looking quite big and bright, exactly the way Venus often does, except redder. In the morning, as I was packing up, a new group of people came down and plunked coolers and chairs down beside me in anticipation of my departure. They said they had spent the night in their car. AGGHHH!

Maybe the problem of overcrowding could be solved by moving the carpark back about a kilometre or so to near the park entrance. They have a farm homestead museum and a lot there. Not many people would be willing to push a loaded wheelbarrow that far. I caught the next ferry and pedalled back to my daughter's place near Thetis Lake Park.

53 km from Ruckle to there. The roads on Saltspring are busier than I'd expected. Not like Jinglepot but—a (high speed) car once a minute, or so.

That's the first time I've been "self-contained" touring since...1992 !?!

It was reassuring to discover that I was still capable of doing it.

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

emails: info@thegncc.org
membership@thegncc.org
spokelore@thegncc.org

web: www.thegncc.org

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:

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

Questions regarding content or advertising may be directed to the publisher, Keith Brown, at the above address.

If you would like to contribute to *SpokeLore*, please call Keith Brown at 390-4005, or, email: "spokelore@thegncc.org".

Views expressed in SpokeLore are not necessarily those of the GNCC.

Bike Art 2004

A visual celebration of bicycles.

Let your artistic talent express your feelings toward bicycling. Please send me your photo, photo of other form of visual languages (i.e painting, sculpture etc...), or animation or short video related to bicycling.

Greg Curnos : Life & Stuff
March 9 to June 17, 2001



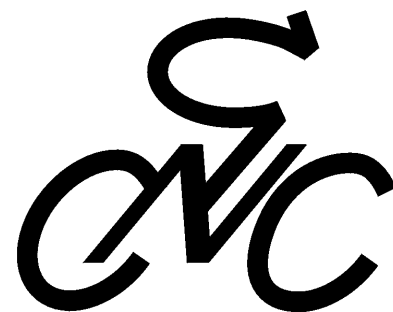
Back

Curnos, Greg
Zevz 10-Speed (1972)
acrylic on plywood 104.7 x 177.0
Gift of Sheila Curnos, London, Ontario, 1997
©2001 Art Gallery of Ontario

Closing date is 15 May 2004. Any questions call 756-2309.

Send all e-materials to Lyse at: LGodbout@shaw.ca

Entries will be shown at the Bicycle film festival and winner(s) will receive prizes.



**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.

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Please check one:

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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

THE REGIONAL DISTRICT'S "STATE OF SUSTAINABILITY"

by Jim Alix

First adopted in 1997 and revised in 2003, the Regional District of Nanaimo's "Regional Growth Strategy" sets goals concerning the Region's social, economic and environmental future, including (among others) a "strong and sustainable economy," "environmental protection" and "improved mobility;" goals for the Region that piqued my interest as cyclists' advocate.

The Regional District's population is forecast to grow at 2.9% per year, from the 2001 level of 127,016 to over 200,000 in 2026. This means an addition of more than 90,000 people to the District in five years. Taking into account the coming wave of retirements and the attractive nature of our Region—climate, culture, cost of living, location—our rate of growth could even be higher.

WORKSHOP

The "State of Sustainability" workshop on April 3 brought Mike Harcourt, ex-Premier of BC, ex-Mayor of Vancouver (now chairing the Prime Minister's National Round Table on the Environment and Economy) to give a keynote address to more than 160 attendees which touched briefly on his history as a "managed-growth" activist (did you know that it was he who organized the successful resistance to building a freeway through downtown Vancouver?)

Mr. Harcourt gave examples of how seemingly small decisions—allowing buildings higher than four stories around the Sylvia Hotel in Vancouver—make huge differences within a couple of decades: **all** the buildings in that area were skyscrapers. Structures like these—and many other elements of the "built environment"—are going to be around, in many cases, for the next 50–100 years. Decisions we make this year, about such things as rural and urban form (housing density, lot size, etc.), type of infrastructure (roads, sewer systems, etc.), location of amenities (parks, open spaces, etc.) and many others, will shape the way we and our children live for decades to come.

DIVERSE AREA

The RDN is not a homogenous area. Areas are given over to many uses: urban, industrial, commercial, rural, agricultural, recreational... Different areas have concentrations of age groups, income levels, ethnic origins, etc. This is not going to change.

Rural areas will continue to depend

on urban areas for employment, cultural amenities, shopping, etc. Urban areas will depend on rural areas for recreation, a "social safety valve," diversity and preservation of the natural environment, etc. This means that our citizens will continue to need a transportation system to carry them from one area to another. Roadways, once put in place, do not change significantly for centuries. What does change, and what we (the GNCC and its members) can affect, is the form of those roadways.

The extent and shape of our road and trail systems will determine whether the bicycle is a viable, normal form of transportation in the future. We can see the results of past decisions all around us: as an example, the mix of traffic density and speed on Bowen Road, along with the width of the road lanes and the presence of a curbed sidewalk combine to create a stressful riding environment.

This type of roadway discourages many people from adopting "active transportation" as part of their lifestyle, increasing their cost of living and potentially decreasing their health, while adversely affecting the environment (since they drive a car, instead) and increasing congestion. When individuals spend more money on transportation (CAA estimates the annual costs of owning a car at \$8,000, a recent study in the US indicates that an active lifestyle decreases medical costs by US\$2,200 per year) they have less to spend on...well...**living!** An extra \$10,000 per year, **per capita** in the Regional District of Nanaimo, available to be spent on better housing, dining out, etc., would probably create a large difference in our economy.

Provision of bike-friendly roads and segregated trails that are feasible commuter/utility routes, such as the E&N Trail, encourages people to try cycling. The results may not be apparent immediately, for many reasons ("adoption lag" may be several years, growth of the cyclist population may be "masked" by general population growth), but we can be certain that **not** having the facilities, or having badly designed and poorly located facilities, will ensure the opposite.

WHY AM I TELLING YOU THIS?

Finally, the link: at its heart, this is what the GNCC is about. Working to ensure that our community affords a place for cyclists as well as car drivers. Part of that work is convincing people that it's

continued on p5.

**PLEASE VISIT OUR SITE AND
TAKE A MOMENT TO
COMPLETE THIS MONTH'S
SURVEY:**

SURVEY OF THE MONTH

I've had a quandary for some time: some of the cycling maps I've seen use arrows along routes to indicate hills. However, both conventions, up-hill and down-hill, seem to be used. Therefore I'd like to know what you, the cyclist, would expect of arrows on a cycling map. So please make your choice and click on the submit button, below. *KDB*

- I think that cycling map arrows should point **UP** hill.
- I think that cycling map arrows should point **DOWN** hill.

Submit



continued from p4...

okay to bike: the ChainGang rides, Bike Week in June, this newsletter.

Part of the work is simply "modelling" good cycling behaviour: setting an example and showing potential critics that we're not all yahoos. Now that there is again a Can-Bike instructor in Nanaimo (congratulations, Taryn!) part of it is education of cyclists, as well.

And part of what we need to do is represent cyclists: to the City, to the Regional District, to the Ministry of Transportation and to "the powers that be" (in road and trail terms) in general. For cycling to be recognized as a valid form of transportation, not just recreation (although nothing says we can't enjoy ourselves while we transport!) cyclists must have a voice in workshops like these.

CBC MARKETPLACE

...aired a story on the 30th of March. Entitled "Crash Course" it covers the case of a cyclist who was hit by traffic while riding in a **shared use lane** on the Burrard St. bridge. She was not *in* traffic at the time, but in the lane along with many other cyclists and pedestrians. See <http://www.cbc.ca/consumers/market/files/health/bikepaths/index.html> for the whole report (including the video if your computer connection is fast enough). The report essentially questions that the width of the lane was sufficient for the volume of traffic. Richard Drdul, who has spoken at a GNCC general meeting, is interviewed. One statement in the report stands out: "There is startling research on shared bike paths. Cyclists who use these routes are almost three times more likely to get injured than if they're riding on the road."

(Thanks for the pointer, Ian Gartshore.)

The screenshot shows the CBC News website interface. At the top, there are navigation links for 'CBC.CA', 'RADIO', 'TELEVISION', 'LOCAL', and 'SHOP'. Below that, the 'CBC News' logo is prominent. The main content area features the 'MARKETPLACE' section with the article 'Crash Course' dated Mar 30, 2004. The article text discusses a cyclist's accident on the Burrard Bridge and includes a quote from Jane Lister. A photo of Jane Lister is shown with a caption: 'Jane Lister was badly injured in an accident on a shared path in Vancouver'. The right sidebar contains a 'MARKETPLACE' menu with links to 'CRASH COURSE', 'PATHWAY GUIDELINES', and 'BIKE PATHS TESTED'. At the bottom of the sidebar, there is a disclaimer: 'CBC does not endorse and is not responsible for the content of external sites. Links will open in new window.'

SATURDAY, MARCH 20.

Tom Hocking

A group of Tom's "graduate students" from the Winter Training course rode up-island, starting from French Creek. We stopped in Bowser for lattes and returned in time for lunch at the marina pub. North of Qualicum Beach traffic was light. This route along the coast is much quieter since the new expressway is shunting off a lot of through traffic.

There are two gradual climbs which comprise about 650 feet of vertical each way. They are good shoulders through-

out, with the exception of several narrow bridges where one has the choice of taking the lane or riding a catwalk on the outside of the structure. Round trip was 56 km. Conditions were cloudy-bright with temps in the 6-10 degree range. Light, but noticeable headwind going north. Easier heading home, although most riders agreed that the wind seemed to have backed around for the final 10 km.

Riders: Michael and Susan Moynihan, Taryn Langford, Leigh Blaney, Debby Keith, Jim Kirby, Tom (reporter) and Janice Hocking (tandem).

Please consider shopping at one of our advertisers *first!*

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tidbits...

ENJOYING YOUR RIDE?

Scientists at the Georgia Institute of Technology and the University of California, Irvine found high levels of anandamide—a naturally occurring chemical known to produce sensations similar to those of marijuana—in young men after about an hour of cycling. (We presume the findings will soon be extended to women and men of all ages!)

AND THAT GLASS OF WINE WITH LUNCH...

As well as the well-known anti-oxidants, it has been reported in the journal Artherosclerosis that red wine may have an antibiotic effect on the bacteria believed to contribute to heart disease. L'Chaim!

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, has been used very little

Contact: lgodbout@shaw.ca
or (250) 756-2309