

# Cycle Therapy

FALL 2011 NO. 121

## Bike the Vote Elections 2011



candidate survey + moving cycling forward + the way of the roses + what's in a number? + let's forget everything we know about food + 5 simple habits + Shelbourne Valley action plan + what have we done for you lately?

# Cycle Therapy

Published by the  
**Greater Victoria Cycling Coalition (GVCC)**  
 PO Box 8586, Stn Central,  
 Victoria, BC V8W 3S2  
 Phone 250-480-5155

The GVCC's purpose is to promote and improve conditions for cycling in Greater Victoria by:

- Improving cycling education and making it universal for cyclists, motorists, and others dealing with bicycling
- Facilitating communications between cyclists, business, government, and other community groups
- Improving facilities and infrastructure for bicycle use
- Improving the legal climate for cyclists
- Encouraging more people to ride bicycles more often
- Developing a cycling information base

To contribute to Cycle Therapy, please email:  
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**Editorial Collective:** Blair Irwin, Michael Fisher, Felicity Perryman, Jason Weedmark, Adele Woodyard

**Editor:** Blair Irwin

**Coordination:** Jason Weedmark

**Design & Layout:** Felicity Perryman

**Advertising & Distribution:** Brenda Boyd

**Contributors:** Jill Croft, Blair Irwin, Michael Fisher, Michelle Kowalski, Sam Macey, Darren Marr, Duncan McLelland, Felicity Perryman, Tony Webster, Jason Weedmark, Adele Woodyard.

**Bike Couriers:** Bill Boyd, Brenda Boyd, Jim Grayson, Susanna Grimes, Blair Irwin, Sam Macey, Norah Macey, Forrest Nelson, John Perry, Anne Sheridan, Rob Thompson, Simon Wiggzell

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# Moving Cycling Forward

## The CRD Pedestrian & Cycling Master Plan



Darren Marr  
GVCC President

After more than two years in the making, the Capital Regional District (CRD) officially released its long-awaited Pedestrian and Cycling Master Plan (plan) in September 2011. This was the culmination of a massive effort of engineers, city planners and cycling and walking advocates to piece together a blueprint, which will shape the development of cycling in Greater Victoria for the next quarter century.

The plan is comprehensive, encompassing a wide variety of cycling issues, which are categorized under five E's: Engineering, Education, Encouragement, Enforcement and Evaluation. In the Engineering category, the major feature is the establishment of a primary bicycling network that identifies potential bicycling corridors and contributes towards connectivity of existing bike routes. In addition, the plan recommends the installation of separated (Class 1) bicycling facilities where appropriate to encourage more comfortable cycling for cyclists and maintain minimal interaction with traffic. Proper signage of routes will also be a key feature of this network.

Other engineering aspects of the plan include trip enhancement facilities for cyclists such as bicycle parking standards and lockers, as well as washrooms/showers and drinking fountains, which can also be used by pedestrians to encourage walking. In addition, the plan outlines an integration strategy with public transit for better accommodation of cyclists on the public transit system, such as lockers at transit hubs and an enhanced "bikes on buses" policy.

Education and Encouragement are two areas where the CRD did not have a formal active presence previously, but nonetheless wants to see enhanced in the Capital Region. The CRD is aiming to collaborate with member municipalities and community cycling groups (such as the GVCC and Bike to Work Victoria) on programs and initiatives that encourage greater bicycle use. Planned goals and objectives in these areas include development of a Safe Routes to

School program, creation of a comprehensive bicycle skills education strategy and engage in a marketing strategy to promote cycling and walking as a desirable transportation choice, as well as foster the region's cycling culture. Also planned is a feasibility study on establishing a bike share program in the region as a way of increasing access to bicycle use.

Enforcement aims to promote bicycle safety and protection as well as foster a greater awareness of laws governing cycling. Objectives include improving road safety by upgrading existing bylaws or introducing new ones, improving safety conditions by conducting safety audits, establishing programs to reduce bicycle theft, and introducing programs to improve driver/cyclist traffic behaviour such as a "Share the Road" awareness program.

The final category, Evaluation, involves monitoring the progress of plan initiatives to ensure their successful implementation, such as a benchmarking and measurement system and the establishment of a community/staff committee to oversee the implementation process.

Due to the plan's sheer size, scale and reach, the current challenges of implementation are

funding and prioritization. No funds have been allocated to plan activities yet as funding is a municipal responsibility. However, priorities are already being identified in identifying gaps in the primary bikeway network and in establishing education, encouragement and enforcement programs.

The GVCC can and should play a significant role in the plan's implementation. After all, GVCC members participated on the plan's steering committee and consulted with CRD staff at various meetings and open houses. Many of the plan's goals and objectives are also congruent with the GVCC's strategic objectives and will likely benefit from GVCC input to bring to fruition. To that end, the GVCC supports the adoption of the plan by the CRD and aims to use it as a reference guide in developing its advocacy strategy. In addition, the plan will be used by the GVCC as a blueprint to guide strategies in areas requiring greater attention, such as bicycle education programs and safety awareness campaigns.

Furthermore, the GVCC Board is planning to establish a Community Action Committee to encourage the implementation of the plan's goals throughout the CRD. To facilitate this effort, the GVCC is looking for volunteers in each municipality of the CRD to report on cycling issues that arise from municipal council and committee meetings and community association events to the Board in a pro-active approach to address immediate and short-term cycling issues. If you are interested in volunteering for this initiative, please contact me at [dmarr@gvcc.bc.ca](mailto:dmarr@gvcc.bc.ca).

As the saying goes, "if you fail to plan, you plan to fail". The GVCC welcomes this initiative from our civic leaders to move cycling and walking forward as a transportation priority. It will also act as a catalyst to drive the GVCC's advocacy policy for years to come, and ensure that Greater Victoria maintains its status as the "Cycling Capital of Canada". It's now important for us to actively support the plan as well as ensure that our civic leaders keep the plan top of mind when making decisions involving transportation and in particular, cycling.

Darren Marr

The PCMP will shape the development of cycling in Greater Victoria for the next 25 years

### A plan for cycling — too expensive?

The projected expenditure of \$275 million sounds like a lot of money for bike lanes and sidewalks, and it is...but it will be spread over 25 years and over the population of the CRD.

Ignoring interest for simplicity's sake, this works out to less than \$35 per person per year. What do we get for this? How about...reduced motor vehicle congestion on our roads...better air and water quality...reduced health care costs. More active transportation will make for a healthier population, contributing to our economy for a longer time.

As reported by David Suzuki in Common Ground (Aug 2011), the Political Economy Research Institute found that bicycling infrastructure creates the most jobs for a given level of spending, further adding to the economic benefits at a very personal level. Investing in our active transportation infrastructure over the next 25 years may be key in attracting people to move to the Region, helping build our economy quickly.

# In contact with the real world through cycling

by Michael Fisher

This article was inspired by the simple but profound reality of cycling; the state of mind we experience when you combine the pleasant physical experience of cycling with the enjoyable social interaction inherent in cycling. When I compared my cycling state of mind with my state of mind while sitting isolated in my steel and glass car I had to ask, "Was I the only one who noticed this?"

Tom Vanderbilt, the author of *Traffic – Why We Drive the Way We Do*, has written a fascinating exposé of the dynamics and psychology of driving. My favourite passage describes how drivers honk their horns as a means of warning, threatening or irritation. In normal civil society, these same drivers are probably most unlikely to shout out abuse or threats at passing pedestrians when walking, yet, when they drive, these actions are somehow acceptable. Statistically, drivers will honk more at women or learner drivers compared to male drivers. Drivers of convertible cars tend to honk less than average and it is believed that because everyone can readily see them, they are motivated not to honk their horn aggressively as it is not socially acceptable. Sitting isolated in a sound-deadened steel and glass box while the world passes by, it is easy to

become depersonalized and lean on the horn when frustrated.

Where do cyclists fit in? Vanderbilt recounts the experiments of Ian Walker, a psychologist at the University of Bath, England. Walker used an ultrasonic measuring device to demonstrate that vehicles will tend to pass more closely to a bicycle if the rider wears a helmet and appears confident and capable. In contrast, wearing a long-haired wig, appearing uncertain through weaving, or not wearing a helmet caused drivers to keep their distance. Counter-intuitively, the best way to keep drivers from passing too close may be to appear incompetent on a bike.

Cycling does not provide us with an insulating steel box. You are out in the elements completely exposed to both weather and interaction with other people. I cannot recall the last time I waved at someone while driving...it may happen on the Gulf Islands but not here in the Speedway by the Sea. In contrast, cyclists on the Goose Trail generally interact very positively with each other. Steve Wallace (driving instructor and columnist with the *Times Colonist*) recently commented on the same issue stating in general terms that cyclists on the

Goose and Lochside were generally civil and worked well together. Wallace further described a less hospitable environment on roadways without adequate facilities for cyclists where the situation deteriorated to interactions involving competition and overt aggression between cars and bicycles and between cyclists.

How often do you interact with pedestrians when driving; somewhere between never and when h\*\*l freezes over? Yet, I found myself while stopped at a traffic light on Blanshard Street the other morning speaking with an "active recycler" pushing a shopping cart full of cans and bottles across the cross-walk in front of me. The recycler greeted me with "nice bike," and I returned the compliment with "nice cart". We both went on our way, richer I think, by the civil and very normal interaction made possible simply by our mode of transportation.

I have to believe a society where people interact openly with each other makes for a richer more caring community. The sensory isolation inherent in driving a car or truck also isolates the driver from society, sitting cocooned in a somewhat artificial world. In contrast, cyclists are out in the open, providing a rich and positive contribution to the environment we call our communities – and they do it without the noise or exhaust.

**Michael Fisher**  
is a GVCC volunteer

## Vancouver Island Spine Trail Ride



Denise Savoie speaks to the riders about the developing trail, riders meet up at Royal Roads, and enjoy a late fall ride on the Goose.

For more info, visit [vispine.ca](http://vispine.ca)



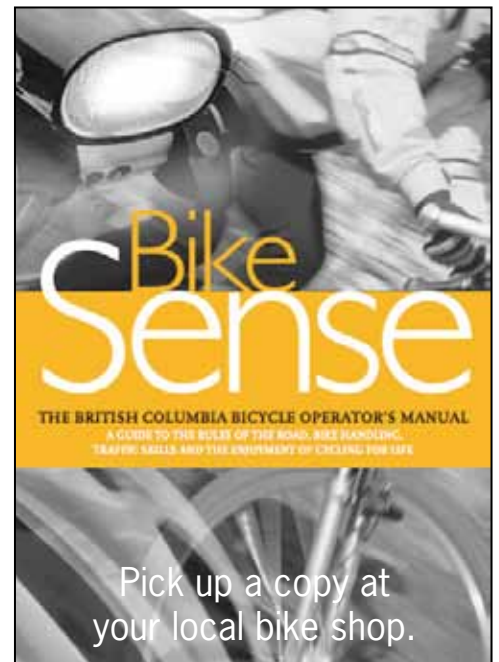
On November 6th, 2011, the GVCC teamed up with the **Vancouver Island Spine Trail Association (VISTA)** for a recreational ride up the Galloping Goose, which will soon become the first (or final, if you're going south) leg of the Vancouver Island Spine Trail. The trail will span the island from Victoria to Cape Scott.

Victoria MP and former GVCC President **Denise Savoie** came along for the ride along with several directors of both of our organizations. The GVCC hopes to team up with VISTA in the future to ensure that the trail is completed.

# What have we done for you lately?

- ★ **HELD OUR AGM** – congratulations to our two new board members **Rita Fromholt & Ryan Mijker**, to returning Board members (President Darren Marr, Brenda Boyd, Blair Irwin, Sam Macey, Edward Pullman, Anne Sheridan, Jason Weedmark, Felicity Perryman & Jim Alix) and all those who helped organize the AGM (and thanks to those members who, after a lot of cajoling, turned out in sufficient numbers to meet our quorum requirement!)
- ★ **SAID GOODBYE** to board members **Patrick O'Connor** and **Dan Pollock**. Patrick was one of the longest serving board members, 14 years worth, most recently as vice-president. Both continue as volunteers with the GVCC, but will be devoting their considerable talents to running a new business (Patrick) and helping local candidates in their efforts to win office (Dan). We thank them both for their hard work and expertise over the years!
- ★ **ENDORSED THE CRD'S PEDESTRIAN AND CYCLING MASTER PLAN (PCMP)** – we are working with CRD to help ensure that the PCMP is adopted and implemented by all municipalities in the region – our endorsement is mentioned in the *Times Colonist* article published on Sunday, October 30, 2011.
- ★ **SENT OUT A SURVEY** to all Municipal election candidates to solicit their views on cycling – results are on our website ([gvcc.bc.ca/advocacy/2011-gvcc-municipal-candidates-questionnaire](http://gvcc.bc.ca/advocacy/2011-gvcc-municipal-candidates-questionnaire)) See a sampling of the responses in this issue, pages 8 to 11.
- ★ **FOLLOWED UP WITH BC FERRIES** with a letter stating concerns that cyclist and pedestrian safety may be compromised if Salt Spring Island terminal upgrades proceed as proposed. We encouraged BC Ferries to work with us, with Island Pathways' Bicycle Working Group & the Ministry of Transportation and Infrastructure in order to find a solution that ensures the safety of cyclists and foot passengers.
- ★ **SUPPORTED LOBBYING EFFORTS** by Jawn Lafratta to have Greyhound buses equipped with bike racks.
- ★ **HELPED THE CRD OBTAIN ACCURATE CYCLING COUNTS** at various locations in the Victoria area, key to building an information data base about transportation mode share in the area.
- ★ **CONTINUED TO ATTEND INFORMATION MEETINGS** on the Shelbourne Street Corridor project to ensure that cycling needs are included in the proposed changes (see Duncan's McLelland's article on page 15).
- ★ **HELD RECREATIONAL AND THEME RIDES**, including the Halloween Spooks 'n Spokes ride on Saturday evening, October 29, Victoria's Secrets Tour on Sunday, September 18, and recreational rides to Galiano and Pender Islands, a peninsula farm tour, the Sooke Slow Food Cycle and many others. For upcoming rides, see our website; rides continue through the winter, weather permitting.
- ★ **BEGAN SELLING BICYCLE BUTTONS** as a GVCC fundraiser – we've got a great selection of really neat button designs available at our events, including the ones on the cover of this month's issue.

Sam Macey is a GVCC director



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# Way of the Roses

## Coast to Coast Cycle Ride across Britain



by Jill Croft

In a 2010 summer issue of the *Globe and Mail*, my husband Tom and I read about a new bike route called the 'Way of the Roses' located between Morecambe in Lancashire on the Irish Sea and Bridlington in Yorkshire on the North Sea. This part of England has been at the heart of some key developments of British history. The name of the route is a play on words; the 'War of the Roses' took place from 1455 to 1487 between the House of Lancaster (with the red rose for the Lancastrians) and the House of York (white rose for the Yorkists). The idea of cycling 170 miles (274 km) across Britain intrigued us from the start.

We are 64-year-old recreational cyclists from Victoria who could never fathom riding from the Pacific to Atlantic of our own country, a breadth of thousands of miles. However, the idea of biking across a country is a dream we held, and we felt Britain offered just what we wanted, a manageable distance on this new coast-to-coast route. Pedal power offers us an independence that is unavailable if you travel by car, bus, train or in a tour group. Organizing a tour for two was a great winter project, as the route had not yet been put on a tour schedule. Tom dug around until he came across Scoot Cycling Holidays (info@scootcyclingholidays.co.uk — mobile 07808077725)

based in York and with them we were able to put together a complete tour package. This included bike rental, B&B accommodation and luggage transfer between our stops.

In early June, 2011 we met with Cai Mallett, Scoot owner, and her son George at the Morecambe train station. Our rentals were removed from Scoot's van and we were outfitted with silver-grey Giant hybrid 21 speed bikes, map, customized itinerary of our nightly accommodation, helmets, panniers, lights, inner tubes and locks. Our bike seats were adjusted, we signed a waiver indicating receipt of all items for our trip, waved goodbye to the Scoot Cycle folks and then set off to rely on our own human power for the next seven days.

Riding on the left hand curb side of the road for the first time, we cautiously approached our first roundabout of the trip, leading into seaside Morecambe. Securing our bikes to the fence that surrounds the terrace of the Crown Hotel, we crossed the road and walked along the wide seaside promenade until our room was ready. The wait was worthwhile as the spacious Hawkshead View Suite gave us an uninterrupted view of the Morecambe sands where we spent a restful night in anticipation of what lay ahead.

Breakfast in Pebbles, the Hotel's restaurant, was abundant and powered us up so we were

ready to face this epic journey. A photo on the beach at Morecambe was snapped. Ahead of us we saw what would become our beacon; the Way of the Roses sign

Yorkshire. However, they were not sure what the sign posts or way marks indicated, where they led or where the trails and ended. We expect, with this be-

indicating the distance to the eastern terminus in Bridlington.

And away we went! The signs led us along the Lune River path through the outskirts of Lancaster to begin our 35-mile day. We were soon in the lush countryside, passing through undulating hills and fields dotted with sheep along country lanes. Kayakers trained in the river as we rode past and up the Lune Valley to the Crook O'Lune viewpoint. Mid-morning, cruising into the tiny hamlet of Hornby, we were invited into the church hall for a cuppa and biscuit. Residents were intrigued and interested with the two Canadians passing through.

Although the Way of the Roses is extremely well-posted, not many people have ridden this route which officially opened in September 2010. The locals we spoke to along the way were aware of the distinctive blue trail signs with the red rose of Lancashire and white rose of

ing the first summer for riders using the trail, it will become more popular and once ridership increases and residents along the route will become inundated with cyclists.

We pedaled along our route which joined the Lunesdale Arts trail and stopped at a studio to watch an artist at work on a collage. With magnificent vistas across the moors, it was obvious where she got her creative inspiration. As we continued on, the landscape turned to a moonscape, brown and bleak through the fells along the Forest of Bowland. Our lunch stop was at the New Inn in Clapham, a welcome sight after a long morning ride. Cai's instructions directed us to an off-road route through dark tunnels and up and over a very rough rutted dirt path. The quiet beauty of the high dramatic hills of the Yorkshire Dales National Park was breathtaking. This route took us down a very steep hill and across the Ribble River leaving Lancashire to spend the remainder of our journey in Yorkshire. The end of our first full day was greeted with cake and tea at our B&B in the small market town of Settle.

After a full English breakfast we were ready for what Cai referred to as the most difficult day of the entire trip. Leaving Settle we encountered the toughest climb of the entire route; an extremely narrow and difficult climb that would eventually take us through the Pen-



nines and the Three Peaks. We passed Shetland cattle, heather clad hills, hedgerow bordered lanes and tiny hamlets. We soared into the tiny village of Burnsall on the River Wharfe for a cuppa and a rest.

We spent this overnight in a lovely, quiet and spacious suite in Pateley Bridge owned by a woman who once lived in Edmonton. Some of the highlights while in Pateley Bridge included The Oldest Sweet Shop in England, artists at work in The Old Workhouse Studio and the Sportsman's Arms tucked along the Nidderdale River.

Day three, a 48-mile leg, began after another delicious, full breakfast. The terrain varied but brought us through Brimham Rocks, a National Trust site, the World Heritage Site of Fountains Abbey & Studley Royal, Deer Park and eventually into Ripon, one of the oldest cities in Britain. Here the familiar Way of the Roses signage confused us, but fortunately a fellow cyclist set us straight and we forged ahead with a pub stop for a pint of local ale for Tom and cider for me as the day was heating up. Cycling through the Vale of York, and flat fields, we caught a glimpse of the limestone Yorkshire Horse off in the distance to the north. Arriving in York we followed dedicated pedestrian/cycle paths along and over the River Ouse into the centre

of the city, where after finding the Hotel de Vin we were led to a bike shed where we locked the bikes up and spent a restful two nights at this lovely modern boutique hotel.

The fourth leg of the trip was a 25-mile day which began with a pedestrian cycling path that took us through rolling countryside and across the hidden dales of Yorkshire Wolds. Off-road cycling took us through fields of waving red poppies, yellow canola fields and brilliant green spring crops. Riding into Polkington, the town Crier announced a free tea and tombola, in which we were happy to participate. The narrow, sloping, dry valley road through the Wolds wound past horseback riders and walkers and led us beyond the Millington Wood Nature Reserve and permanent Gates art installation. Slogging along this gradual slope we arrived in the one-pub hamlet of Huggate and eventually to our farm stay at Greenwick Farm.

A lovely English breakfast was served in the finely appointed, elegant dining room of the farmhouse, fuelling us for the final 37-mile day of our ride across Britain. The air was cool

and it was windy as we rode into Drifffield for a brief lunch stop wharfside at the riverhead. Over unmanned level rail crossings, past huge ploughed fields ready for planting, rising up onto narrow Woldgate Roman Road with finally, a distant view of the North Sea. Seeing how close we now were to our destination made us determined to pedal as rapidly

was here that Cai would retrieve the reliable two-wheeled steeds that carried Tom and I on an adventure across a country of diverse beauty. June turned out to be a great time of year for the ride as traffic was minimal, it hadn't become too warm and we were able to ride all the way across Lancaster and Yorkshire with not one drop of rain. Rid-



as we could to our journey's end. Entering Old Town Bridlington and on to the seaside promenade with views of the white cliffs of Flamborough Head was a thrill. Proudly we stood on the east side of Britain and took photos ending our adventure, having travelled all 170 miles of the Way of the Roses Cycle Route.

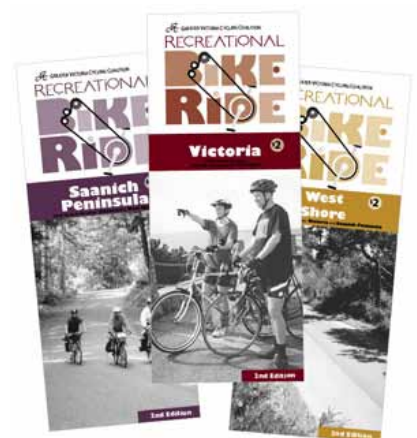
The final night of our trip was spent in the historic Roseberry House B&B in Bridlington, where we were met with a warm welcome by proprietors, John and Helen. It

ing west to east we had the wind at our backs until our final day when the North Sea winds blew towards us. This ride was a challenge of a lifetime for both of us and one that we will reminisce about for the rest of our lives.

Jill Croft remembers meeting in the old Monday Magazine Board Room at Blanshard & Courtney when the GVCC was in its infancy. Subsequently, she and her husband Tom have holiday cycled along the Danube and across Britain. Jill cycles daily throughout Victoria, remains a keen advocate of cycling her community, and appreciates all the work the GVCC has done to make biking a popular alternative form of transportation.

# ONE LESS CAR

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# Elections 2011

## Candidates Survey

The GVCC sent a questionnaire to almost all of the candidates running for office in this year's municipal elections. 108 candidates from the 13 municipalities and the CRD replied. Here are some of their answers. To read all the responses, and find out what candidates in your area said, please visit [www.gvcc.bc.ca](http://www.gvcc.bc.ca). Many thanks to all who responded! Voting day is November 19<sup>th</sup>, 2011.

Total Candidates running for office in the CRD:	255*
Total Candidates for whom we could find contact info and invited to answer our survey:	169
Total number of responses:	108
Municipality with greatest number of responses:	Victoria, 20
Municipality with fewest responses:	Highlands**, 0

\*source Times Colonist, Sunday, November 6, 2011

\*\*all candidates elected by acclamation, Oct 24, 2011

### Question 1 • Do you ride?

Do you ride a bicycle?

If yes, are there any changes that could be made to cycling infrastructure that would encourage you personally to ride more often, or more year-round?	Yes, Leisure/Occasional	50
	Yes, Exercise/Health	14
	Yes, Commuting	20
	Yes, Sport/Competitive	1
If never, are there any changes that could be made to cycling infrastructure that would encourage you to start riding?	Never	21

“Never — I live on Salt Spring Island and the roads here are too narrow with dangerous shoulders, blind corners and steep hills, to make cycling safe or comfortable.

I used to ride a bicycle often however since moving to Salt Spring Island over 30 years ago I have found that the roads here are too narrow, with dangerous shoulders, blind corners and steep hills, to make cycling safe or comfortable. My husband had a serious bicycle accident within a year of our moving here that put an end to our cycling.

**Carole Eyles**

Councillor, Capital Regional District

“We need the West Rail Trail to continue along the Atkins Corridor, directly into Langford, according to the original plan. We need separate, safe, dedicated commuter lanes - away from traffic. We need laws in place that protect cyclists, requiring motorists to give cyclists at least 3 feet of clearance.

**Lillian Szpak**

Councillor, Langford

“I would strongly encourage the use of colour-accented bicycle lanes near major intersections, and sharrows on arteries through neighbourhoods carrying more vehicular traffic.

**David Bennett**

Mayor, Sooke

“Yes. I believe we need to develop safer connections throughout the city. I commuted to my workplaces for a period of three months

and I believe we need to do a better job educating our citizens on road-sharing initiatives. I also believe covered bike parking should be considered. In winter months better attention needs to be paid to ‘clearing’ the Galloping Goose Trail. I also believe the successful ‘bixi’ program in Montreal should be looked at.

**Shellie Gudgeon**

Councillor, Victoria

“As a child, my cousin was killed on his bike on Island highway, I have never been comfortable riding a bike on or near a major road. I enjoy walking, and I am not a cyclist by personal choice.

**Barb Fetherstonhaugh**

Mayor, View Royal

“More initiative such as the Galloping Goose, to get us off the roads as much as possible would be great. I have cycle toured about 20,000 kilometers and when I was in Europe it was mind-bogglingly bike-friendly. There are special lanes, off the highway but parallel to them, EVERYWHERE for bikes. It really makes our bike lanes on roads look like a poor excuse for bike lanes.

**Linda McGrew**

Councillor, Victoria

### Question 2 • Ratings

How would you rate existing bicycle facilities in your municipality?	Poor	14
	Fair	42
	Good	42
	Great	6
	Excellent	2

### Question 3 • Weaknesses

What are the greatest weaknesses in your municipality's cycling infrastructure?

What needs to be addressed immediately? In the next 5-10 years?

“On Point #2 above, I would say “very good”. Now, View Royal has been one of the leading municipalities in actively building cycling lanes in the region since 2002. Having said that, the greatest weakness is not having the E&N Rail Trail from Island Highway to the Thetis Interchange. There are the top priorities I see for the town: 1) CRD Parks build the E&N Rail Trail from Hallowell/Admirals to the Island Highway in 1-year 2) View Royal build cycling lanes and sidewalks on Burnett Ave from Island Highway to the E&N Trail in 1 year. 3) CRD Parks build the E&N trail from Island Highway to Thetis Interchange in 2 years 3) View Royal re-design Island Highway with proper sidewalks and cycling lanes from Thetis Interchange to Helmcken in 4-5 years.

**John Rogers**

Councillor, View Royal

“Talking with residents in Colwood, it would seem this is the issue in the Western Communities. Colwood does not have enough dedicated bike lanes. Langford does have better bike lanes but the city cleans the streets right into the bike lanes forcing bikers out into the street.

**Rob Martin**

Councillor, Colwood

“Salt Spring roads are lethal for cyclists.

**Ken Lee**

Councillor, Capital Regional District

“Immediately - Safe routes to school need to be established so that all school age children can ride their bikes to school! Given the dramatic rise in childhood obesity, trips to and from school offer children the chance to develop healthy lifestyle habits that they will take with them for life. In the next 5-10 years, we need to establish more cycling routes through the area that fully integrate our community. These will not only serve local residents, but if properly designed, can be used for ecotourism efforts. It is called “Beautiful BC” for a reason, let’s remind people why!

**Teresa Harvey**  
Councillor, Colwood

“Admirals Road, our north-south connector, is Esquimalt’s greatest weakness in our cycling infrastructure. The road does not have cycle lanes and that needs to be addressed. To that end, Esquimalt has begun the process and is requesting an infrastructure grant. I would like to see the E&N Rail Trail opened up as soon as possible to cyclists. Signage and crossing linkages still need to be addressed.

**Lynda Hundleby**  
Councillor, Esquimalt

“Getting from the Goose into and out of Sooke. Narrow roads with no shoulders are a big issue. Immediately and over the next five years we need to start of accessibility improvements for both bikes and pedestrians in the core areas then move to the surrounding area.

**Wendal Milne**  
Mayor, Sooke

“We need more properly supported bike lock up stations in town. These facilities should have locker rooms and shower facilities to help facilitate a larger number of daily commuters to choose cycling into the city for work. We should also be making more dedicated cycling streets and limiting the number of autos that travel those routes.

**Steve Filipovic**  
Mayor, Victoria

“An incomplete infrastructure to support easy cycling. The lack of linkages between lanes and paths, the lack of safe space and demarcation between cars and bikes. The number of routes that are easily rideable.

**Marianne Alto**  
Councillor, Victoria

## Question 4 • Improvements

What improvements to cycling infrastructure in your municipality will you promote and support if you are elected?

“We should hire one extra police person to keep bike theft down. I have had seven bikes stolen in seven years. We should set out bait bikes to catch the culprits.

**Sean Murray**  
Councillor, Victoria

“I will press for safe routes connecting major corridors such as Fulford to Ganges and Vesuvius with a link to Long Harbour. This will facilitate a reduction in vehicle travel, healthier mode of transportation and link to the ferries. Tourists and residents alike will love it.

**Wayne McIntyre**  
Councillor, Capital Regional District

“Bike lanes are great, but we live in a farming community and sensitive ecological area. I think its important we do the most we can with what we have, and understand that there are limits to what we can do.

**James McNulty**  
Councillor, Central Saanich

“I will keep supporting a vision better than the CRD study which really doesn’t have a Colwood stamp. I want something that Colwood can make fit better within our borders while also looking to the regional connectivity. I will make sure developer contributions to roads include bicycle lanes.

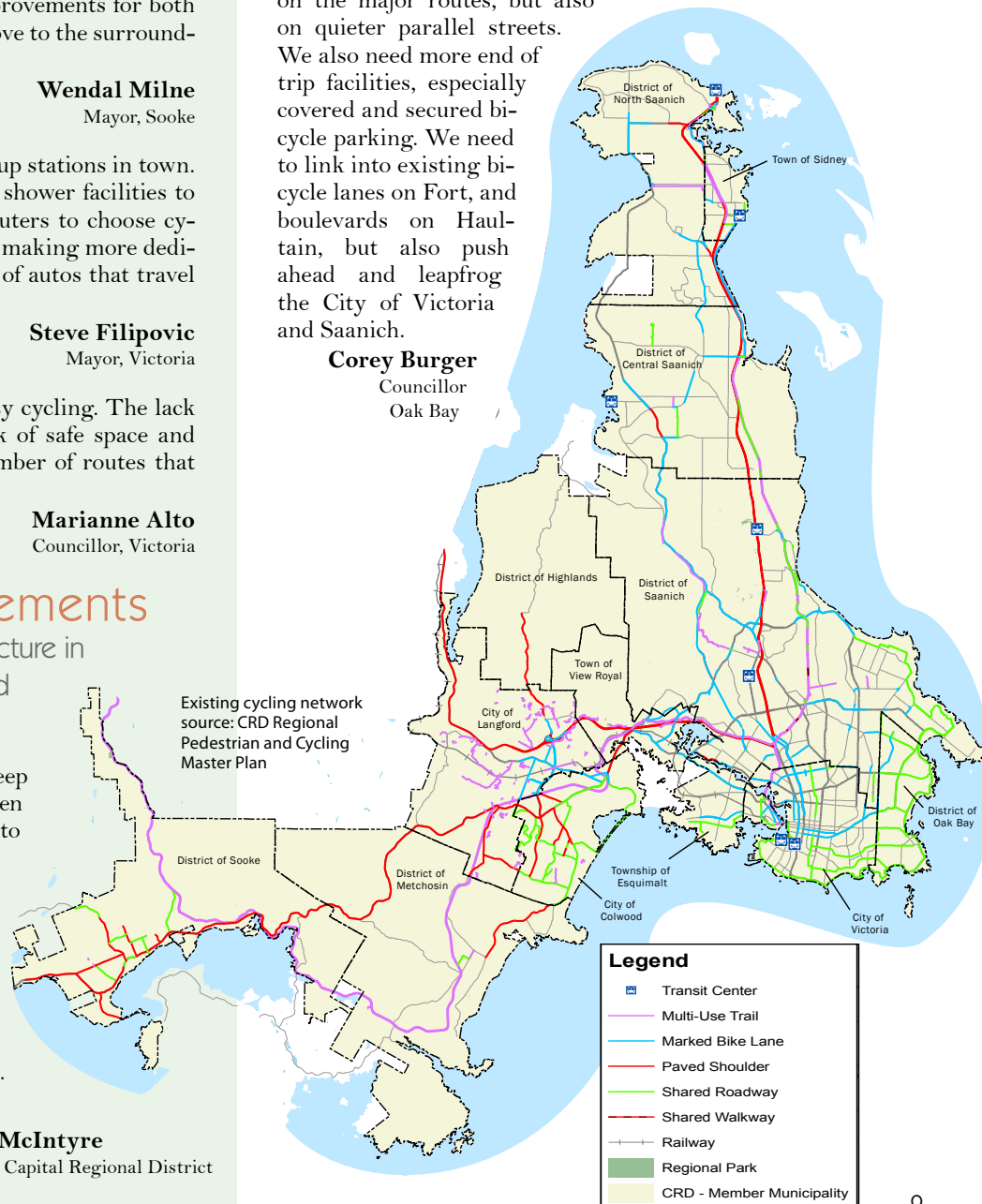
**Ernest Robertson**  
Councillor, Colwood

“I’d like to see more of us heed speed limits. We live so far out, and so few of us cycle or walk on the main road yet the speed of traffic could be a deterrent for many. Also, maintaining clear road lines would help cyclists and drivers where there are not specific bike lanes.

**Dani Horgan**  
Councillor, Metchosin

“We need more cycling routes, not only on the major routes, but also on quieter parallel streets. We also need more end of trip facilities, especially covered and secured bicycle parking. We need to link into existing bicycle lanes on Fort, and boulevards on Haultain, but also push ahead and leapfrog the City of Victoria and Saanich.

**Corey Burger**  
Councillor  
Oak Bay



## Question 5 • Incumbents

If you are an incumbent, what have you done in your last term to improve conditions and/or facilities for cyclists?

“I have supported installing covered bike racks, and additional bike racks around the municipality. I also fully support the funding for the Active Transportation Strategy report so that we can come up with the best solutions for Oak Bay.

**Hazel Braithwaite**  
Mayor, Oak Bay

“We have formulated and approved a trail master plan for roadsides that prioritises roadside trails and we have installed bike stands in the village centre. We have tried to have a discussion with cycling groups about their use of Metchosin for practices and races and have allowed races. Metchosin lobbied for years to have the Velodrome reopened and we were successful in that initiative this year.

**Moralea Milne**  
Councillor, Metchosin

“Exclusive of Veterans’ Memorial Parkway, the TCH and the Goose, Langford has added 23 km of bike lanes over the past years. In addition, we have embarked on a program of putting down color on those lanes that require caution for riders and cars

**Denise Blackwell**  
Councillor, Langford

“Completed Admirals Colville intersection, E&N Trail section through Esquimalt nearing completion, cycling and traffic calming of Craigflower Rd, and cycling lanes added on Esquimalt Rd to be continuous

**Barbara Desjardins**  
Mayor, Esquimalt

“Most recently, we have improved the trail on Rocky Point Road from Kangaroo to Happy Valley Roads, and made the crossings more protected and safer. We have also improved the trails along-side Happy Valley Road through our Metchosin Village.

**Jo Mitchell**  
Councillor, Metchosin

“I’ve been chair of Saanich Bicycle and Pedestrian committee and we have been busy with many projects currently. Tattersall will have new bike lanes, Douglas Connector, signage along existing networks like Colquitz, and much more.

**Judy Brownoff**  
Councillor, Saanich

“I have just finished my first term as a councillor. I have always insisted that as developments go forward that as part of the amenities package that bike infrastructure be considered. If the developer has insufficient parking spaces we now give credit for bike spaces.

A new situation is now occurring where some of our senior residents who have had to turn in their driving license and don’t want to use a scooter have purchased an adult tricycle. This may lead to different considerations in the future vis a vis bike lane widths and some sort of bike parking racks.

**Mervyn Lougher-Goodey**  
Councillor, Sidney

“I am also proud to be part of the team which pushed for first rate cycling infrastructure on the new Johnson Street Bridge

**Lynn Hunter**  
Councillor, Victoria

“Implemented the installation of several hundred new bike racks downtown, including the partnership with the DVBA that turned on-road parking spots into bike parking • Strongly advocated for safe and separated cycling and pedestrian crossing on the replacement Johnson Street Bridge • Supported reductions in vehicle parking at new developments in exchange for better bike parking • Opened a new bike skills park at Cecelia Ravine • Continue lobby with province to support investments in cycling facilities

**Dean Fortin**  
Mayor, Victoria

“Listened to the advice & direction of Councillor Luton on cycling issues! We have begun to implement the Cycling Master Plan & the Bicycle Parking Strategy. We have also made a major commitment to the cycling interests of the future with the Johnson Street Bridge replacement project

**Christopher Coleman**  
Councillor, Victoria

## Question 6 • PCMP Support

The Capital Regional District’s Regional Pedestrian & Cycling Master Plan sets a goal of 25% transportation mode share for cycling and walking. Do you support the CRD Master Plan? Which parts of the CRD master plan would you work towards implementing during your next term?	YES	101
	NO	4
	n/a	3

“Yes. I support the entire project but would like to specifically promote: 1. Adopt the Primary Bikeway Network, Classifications and Typologies as a Regional Plan 2. Establish a Signage Committee to review and revise the Draft Sign Guidelines (Section 5 of the Design Guidelines) for a recommended regional standard 3. Complete the Regional Trails Network and improve existing trails based on the design guidelines

**Linda McGrew**  
Councillor, Victoria

“Yes. Again, the connectivity of cycling facilities between communities is so important. The inconsistency to standards is going to cause serious injury and a recent BC Supreme Court decision has tagged those responsible for the infrastructure with liability for any damages. So for example, if a cycling lane is provided for one portion of a road and suddenly disappears and is replaced with parked cars, what happens when cyclist is struck by a car as they try to continue on the travel lane?

**Robert Wickson**  
Councillor, Saanich

“No. I would like to see more cycling and walking routes in Sooke. I am not interested in being involved in any master plan that is run by the CRD.

**Jim Mitchell**  
Councillor, Sooke

“Yes. Accessways are narrow off-street paths that provide a local connection between major trails, residential areas, or destinations such as schools, parks, civic centers, employment centers, transit exchanges, or other areas. Accessways can be used by both bicyclists and pedestrians. The more connections the better the usage

**Meagan Brame**  
Councillor, Esquimalt

“No. The master plan is flawed, it left key components out in relation to Colwood. Even using consultants they did not get it right.

**Duane MacNeill**  
Councillor, Colwood

“Yes. While a lot of it doesn't directly relate to SSI [Salt Spring Island], as a CRD Director I am supportive of the overall plan as it benefits the region. Some points to support and push for SSI: topology plan for funding priority projects, 15% target for cycling use, bike lockers by transit stops and other locations. All actions to start. Obviously priorities and budgets will have to be set.

**Wayne McIntyre**  
Councillor, Capital Regional District

“No. Evaluation of the plan to determine what aspects of it might be economically feasible in the next 5 years.

**Carl Jensen**  
Councillor, Central Saanich

“Yes. The CRD master plan needs work to make it do something to achieve the modal split - it could start by acknowledging BTWW [Bike To Work Week] as regional TDM for bikes, and committing to fund it and expand it. It needs to consider a list of regionally significant improvement projects - like a Goose overpass at Island Highway - and become a funding agency to achieve it. It should be advocating provincial investment through a dedicated capital fund with a minimum of \$10-million province-wide to cost share upgrades.

Opportunities to take the BTWW traffic skills course should be expanded, and cycle skills programs should be promoted in partnership with schools. It seems to me to be more a typology document than an action plan. And I find it discouraging to see the three E language reappearing - it took a decade to get rid of the highway engineering mentality that created the 'three Es' and to substitute 'promotion' (ie effective behaviour change that engages more people in the activity) and 'skill development' (ie. active on-bike learning) for generic terms like 'education' and 'encouragement'. Just my crank perspective... :)

**David Cubberley**  
Mayor, Saanich

“Yes. In principle, I agree with this goal. I should caveat that comment with the realization that there are many aged residents of Oak Bay that may never shift to cycling. The top priority I see for this plan in Oak Bay is to plan walking and cycling corridors for the key aggregation points in the community: primarily OB High/Rec Center, Oak Bay Village, Estevan Village/Willows Beach, and the University of Victoria. The East-West routes out of Oak Bay towards downtown are more developed at this point.

**Kevin Murdoch**  
Councillor, Oak Bay

“Yes. If I am re-elected to CRD I will continue to encourage the plan moving forward. Obviously I use most the segments within Victoria, but I am also particularly excited by the prospect of soon achieving a long-distance link to the Cowichan Valley.

**Geoff Young**  
Councillor, Victoria

“Yes. Completion of E&N trail, Trans Canada Trail links to Cowichan Valley • Pilot of separated bike lanes • Adoption of regional standards • Add width to narrow sections of the Goose • Develop regional funding program to help assist development of bike and pedestrian facilities • Establishment of bike station locations • Complete and connect regionally significant routes with bike lanes and other treatments • Establishment of comprehensive data collection programs.

**John Luton**  
Councillor, Victoria

## Question 7 • Bylaws

Are there any changes to the bylaws or bylaw enforcement in your municipality that affect cyclists that you would recommend?

“No need to change a bylaw, but it would be nice if they were enforced. Recently an event along Gorge Road attracted a number of cars that parked all day in the north-bound bike lane. Despite complaints to the police, no one was ticketed or towed. Police were further provided with photographs and an email request to respond and absolutely nothing was done, not even a courtesy reply to the email.

**Robert Wickson**  
Councillor, Saanich

“I think it is important for drivers to understand that bikes are considered a vehicle. I have been hit 3 times in 10 years in Victoria (and yet nowhere else in the world, where I have in fact tripled the amount of kilometers that I have ridden here) because cars think they have the right of way or that you'll stop. It isn't just cars either, it's other cyclists who don't obey the rules of the road by riding on the sidewalk or the wrong way on a one way. The rules are straightforward, but more education needs to be done to ensure we all understand them. So, primarily education, but then enforcement of these laws, pertaining to bikes being considered a motor vehicle on the road, need to be enforced.

**Linda McGrew**  
Councillor, Victoria

“We have applied to have Motor Vehicle Act amendment with “safe distance to pass” changes (3 feet minimum). Currently wondering if act should be changed to incorporate that a cyclist can take a lane if it is a “safety” issue.

**Judy Brownoff**  
Councillor, Saanich

## Question 8 • Cycle Tourism

Do you see any potential for cycling tourism in your community, and if so, how do you see that evolving?

“We have some fabulous destinations here in Esquimalt - parks and facilities. Also, with our proximity to downtown it is an easy bike ride. We are developing more tourism strategies and this should be one - we have walking maps - maybe we need bike maps.

**Meagan Brame**  
Councillor, Esquimalt

“Yes, I think the south island is a huge potential market for cycle touring, and should be marketed as such via Tourism Victoria and TravelBC. As we move on the PCMP we will have more easily accessible and exciting routes to market. Improving bicycle infrastructure will draw many more cycle tourists to our communities.

**Marianne Alto**  
Councillor, Victoria

“We have the wonderful Galloping Goose, the Lochside Trail and many other trails in Saanich that should be highlighted by the Chamber of Commerce, the tourism industry and economic development groups as a tremendous destination for the cycling community. Many visitors come to our region to experience our greenspaces and waterways and are a very active group that would enjoy the benefits of our cycling experience.

**Paul Gerrard**  
Councillor, Saanich

compiled by Felicity Perryman

# Let's forget everything we know about food. by Adele Woodyard

Let's forget about GMOs and takeout windows. Let's forget about slow food, macrobiotic diets and veganism. Let's say franchised restaurants are out the window along with every piece of over-marketed, under-nourishing food product on the shelf. Let's take out fine dining, breakfast cereals, midnight pizza stops, and corner stores. Atkins was never born, and neither were factory farms. We could pretend that pesticides were never agreed to be a good idea, and so the concept of organic never existed. There are no junk food aisles, and there are no dietary food supplements to be taken every morning 30 minutes before eating. Tallying up the subtractions and divisions of what is left to eat, it would appear as though what we are left with is what our great-grandparents would refer to as... food.

Knowing what we do about the multitude of choices both good and bad, why do our food choices become so much more complicated in real life? The complexity of today's food options, paired with the frequency in which the human body needs to be fueled, puts us in a place of making ethical, economical, environmental, and logistically realistic decisions every 4 -5 hours/day. How exhausting.

Realistically, when headed out for a mid-morning coffee or deciding what to do for lunch, it's not as though we dive deep into our pocket protectors and start calculating the optimal choice based on our current GPS coordinates, proximities, and time of day. At the same time, the choices we do make are not entirely arbitrary. Rather than approaching our food choices as a right-brained calculation based on the ethics of what we eat, perhaps a more humanistic approach to our decisions is in our personal aesthetic. If the decision-making

is as simple as it may seem now, what makes the action challenging? Why is it so hard to achieve the happy-go-lucky twiddle-dee, twirl down the street on our wicker-basketed bicycles to pick up some island grown organic vegetables, purchased from the vendor with whom we interact with on a first-name basis?

Years ago, the answer might have been dictated by proximity to the source, however today, our options are increasing. Introducing the New Downtown Winter Farmers Market! Operating from November to March in Market Square, locavores can delight themselves with seasonal produce, baking, preserves, meat, cheese, music, hot drinks, and more. [www.victoriapublicmarket.com](http://www.victoriapublicmarket.com) This, of course, is just one of many options, and Victoria's LifeCycles Society makes it easy, with their Good Food Directory. [www.localfooddirectory.ca](http://www.localfooddirectory.ca)

So toss away those Saturday mornings spent calculating your food miles, divided by your personal fitness plan to the exponent of free time, and roll on down to the market for a fresh taste of our real food future.

**Adele Woodyard** is a GVCC volunteer photos of the Winter Market by **Jason Weedmark**



# 5 Simple nutrition habits for better health and performance by Tony Webster

No doubt about it, the topic of healthy nutrition is a contentious and confusing one. I recently obtained a nutrition certification through an organization called Precision Nutrition and was impressed by the flexibility and practicality of their nutrition coaching approaches. Amongst those discussed, the “habit” based approach was one that I particularly liked. In short, there are five simple habits that, if followed, will very likely lead to an improvement in calorie control, timing of nutrient intake and better food selection (translation: better body composition and better health!).



**1. EAT EVERY 2 TO 4 HOURS**  
It is customary for Canadians to eat three larger meals a day (breakfast, lunch and dinner) with maybe a few random snacks in between. This is not the best approach for most, and certainly not optimal for physically active individuals. Eating every 2 to 4 hours will stimulate the metabolism and keep blood sugar more stable. This means that you should probably be aiming to eat at least five “meals” a day (it’s better to think of “feeding opportunities” rather than meals). Sure, some meals may be smaller than others, but ensure you are feeding the body at regular intervals using the four additional habits below.

**2. EAT LEAN PROTEIN AT EACH FEEDING OPPORTUNITY**  
In healthy individuals, a higher protein intake is safe and

effective for promoting better body composition and performance. It also helps to minimize unnecessary carbohydrate intake. A portion size of protein is about the size of the palm of the hand. Men should aim for two



protein portions at each feeding opportunity and women should aim for one portion. Appropriate protein sources include lean meats, fish, eggs, lower fat dairy products, protein supplements (milk based or non-dairy) and vegetarian sources such as tofu.

**3. EAT VEGETABLES AT EACH FEEDING OPPORTUNITY**  
Your Grandmum was right all along. Vegetables are packed with vitamins, minerals and cancer-fighting phytochemicals, and they also provide an alkaline load to the blood, which counteracts the acid loads of protein and grains. That’s good



for bone strength and muscle mass. You should aim to eat at least two servings of vegetables and/or fruit at each feeding opportunity, which means if you eat at least five times a day, you should get at least ten serv-

ings of fruits and veggies each day. Note that a serving size is equivalent to one medium sized fruit, a half cup of raw chopped fruit or veggies or one cup of raw leafy vegetables.

**4. IF YOU WANT TO LOSE FAT, EAT MOST OF YOUR CARBOHYDRATES AFTER EXERCISE**  
Who doesn’t like their bread, pasta, rice and various sugary snacks? Most of us eat far more carbs than we need and not only that, they are usually of the processed variety – a double whammy. The good news is that you can eat your carbs with two con-



ditions: (i) focus more on whole grain unprocessed varieties and (ii) save the majority of these carbs until the post exercise period (up to two hours after). This might be a tough one for some people but if you are interested in losing some weight (read: stubborn body fat) then you will find this habit to be surprisingly effective. This tactic doesn’t necessarily mean you will have a ‘low carbohydrate’ diet, more a ‘controlled carbohydrate’ diet. Sure, if you are in serious training, you will need to eat larger amounts



of carbohydrate and maybe use energy drinks and gels, etc. That does not apply to the majority of us. Don’t be fooled by the aggressive marketing of the sport drink industry. Cut down on the sugar and you will feel better for it.



**5. EAT HEALTHY FATS DAILY**  
Many people are still (misguidedly) ‘fat-phobic’. Low fat diets should NOT be the goal for the majority of individuals. The key is to make sure you are eating the correct types of fat. About 30% of your diet’s calories should come from fat and there should be a roughly equal balance between saturated, monounsaturated and polyunsaturated fat. Having said all that, don’t worry about percentages and ratios. Just focus on adding healthy monounsaturated fats (in extra virgin olive oil, nuts and avocados) and polyunsaturated fats (nuts, vegetable oils, fish oil, etc). When you add this habit onto all the previous ones, your overall fat intake will likely balance right out.

In my next article I will elaborate further on specific ‘super foods’ that should make a regular appearance in your diet together with some observations on how these habits and super foods compare to recommendations made in the Canada Food Guide. Until the next time folks!

**Tony Webster** is an avid and year round bike commuter, and faculty member in the Centre for Sport and Exercise Education at Camosun College, PISE. Reach him at [webstert@camosun.bc.ca](mailto:webstert@camosun.bc.ca) or at 250-220-2558

photos by **F.Perryman**

# What's in a number? by Blair Irwin

Well it depends on what it represents and how it is represented. Statistics and raw data are far too often misinterpreted, misunderstood, or used improperly: sometimes intentionally. As difficult as it can sometimes be, it is best to be objective when reviewing numbers and to look at all of the data before you assign meaning to it. If you've made up your mind about something there is likely a select set of numbers kicking around to support it. If you're seeking the truth however you have to look at all the numbers and the methods used to generate those numbers.

increased helmet use showed no measurable effect on the number of bicycle fatalities from collisions with vehicles

I've recently accessed some numbers supplied by Transport Canada regarding road fatalities and they are both interesting and informative. The numbers were tabulated and interpreted somewhat providing what appears to be a fair representation of fatal road accidents across Canada and some of the circumstances surrounding those accidents.

One study looked at the potential effect of helmet use and found that increased helmet use showed no measurable effect on the number of bicycle fatalities from collisions with vehicles. In this study pedestrian fatalities were used as the control group as a comparative measure for bicycle fatalities. The graph at right shows a decline for both groups over the period 1975 to 2002.

The study's conclusion suggests that traffic authorities should focus their efforts on other measures; those with proven success. The study's authors go on to say that "programs aimed at motorist behaviour over the past 20 years have been effective in reducing fatalities among all road user groups." The study also states that two important factors in cycling fatalities are cyclist behaviour and night-lighting equipment. In support of this claim they add that over 90% of bicycles involved in nighttime fatalities have inadequate lighting<sup>1</sup>.

Another study, conducted by Road Safety Vision 2010, used statistics from 2004-2006 and measured those values against the years 1996-2001. As with the previous study these numbers are for all of Canada. The focus of this study was vulnerable road users, defined as pedestrians, bicyclists, and motorcyclists, and the circumstances surrounding the fatal accidents. Three statistics from the 2004-2006 show that: (i) 18% of bicyclists killed in traffic crashes were under the age of 16 (a 50% reduction from 1996-2002); (ii) 34% of fatally injured bicyclists were struck by a vehicle in darkness; and (iii) 19% of bicyclists killed in traffic crashes were struck by a heavy truck.

an average of 60 bicyclists were killed each year in collisions...81% of those persons were male

Over this period, an average of 60 bicyclists were killed each year in collisions with motor vehicles and 81% of

those persons were male. Now before you put a value on those numbers consider this: according to the study, that number has dropped by 2% from those registered during the period 1996-2002, and bicyclists account for only 2% of fatal traffic accidents among the

vulnerable road users. As a comparison there were 363 pedestrian deaths per year during the 2004-2006 period and that represents a 9% reduction from the 1996-2002 period.

Some people would argue that 60 cycling fatalities in a single

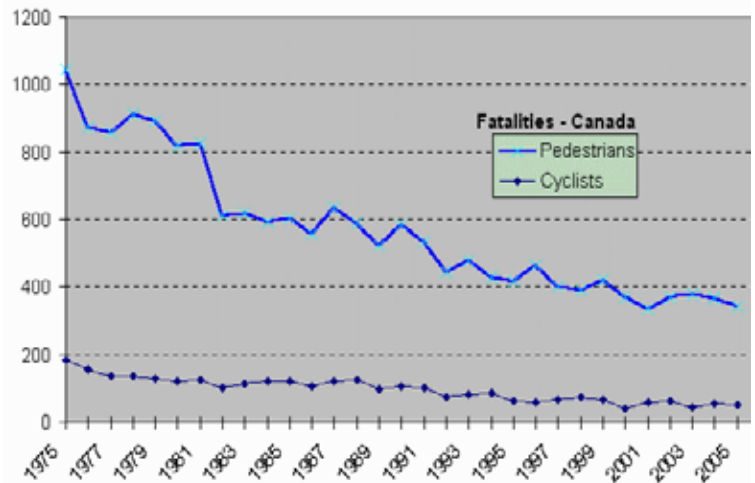


Figure1. Pedestrian and Cyclist Fatalities between 1975 and 2005

year is not alarming, while others will feel that a single cycling fatality is unacceptable. Whatever your position, these numbers illuminate several aspects of cycling safety in our communities and provide us with an opportunity to improve our odds of reducing those numbers.

One of those opportunities lies in education and behaviour. Although fatalities among riders under the age of 16 have dropped by 50% from 2002, they are still the largest age group of fatalities. In fact, 53% of nighttime fatalities were riders between the ages of 10 and 16. Our young riders should be properly trained to ride if they are going to ride on the roads. Bike lighting and reflective clothing seem like simple and logical options to reducing these numbers, especially now that our daylight

hours have shrunk and our nighttime riding is at a maximum.

Whatever you read from these numbers, you can't deny that safety is our responsibility. One of the ways we increase our safety on the roads is by advocating for improved civil infrastructure and one of the best ways to do this is with a united voice such as that presented by the Greater Victoria Cycling Coalition. The other way we can increase our safety is through education, training, safe riding techniques and high visibility. Stay safe out there this winter and enjoy your ride.

Although fatalities among riders under the age of 16 have dropped by 50% from 2002, they are still the largest age group of fatalities

For further statistics and information regarding road traffic accidents go to [www.ccmta.ca/english/committees/rsrp/vulnerable/vulnerable-reports.cfm](http://www.ccmta.ca/english/committees/rsrp/vulnerable/vulnerable-reports.cfm), or check out the Transport Canada website.

Blair Irwin is GVCC Treasurer

<sup>1</sup> Thom R., Clayton A., and Omar H., Winnipeg's Bicycle Accident Experience, paper presented to the Institute of Transportation Engineers Annual Conference June 1990

# Shelbourne Valley Action Plan

update by **Duncan McLelland**

The District of Saanich has re-positioned its Shelbourne community planning process as the Shelbourne Valley Action Plan. This reflects stakeholder input which suggests that the plan should focus on the creation of a liveable, sustainable community rather than narrowly focus on transportation options. The plan was previously referred to as the Shelbourne Corridor, suggesting that Shelbourne Street, and how to move traffic, was the focus.

A community advisory panel — comprised of neighbourhood associations, representatives of local merchants, UVic, Camosun College and the Bowker Creek initiative, interested residents, and the GVCC — has been meeting regularly to provide input to Saanich's planning process.

Saanich has also contracted with two companies, Urban Systems, a transportation consultant, and the team of D'Ambrosio Architecture and Urbanism and Landeca Inc, an urban design consultant, to develop concepts for the Shelbourne Action Plan.

Urban Systems' preliminary report recommends that four lanes of traffic be retained on Shelbourne. There are two stated reasons for doing this, the first being that reducing the number of lanes to three would encourage traffic to use local and collector roads in the area, such as Richmond and Cedar Hill, which in turn would contribute to higher volumes and possible congestion on those streets. The second reason is that three or fewer lanes would impede the implementation of a rapid transit system by restricting the flow of buses. Urban Systems is currently doing micro-simulation modeling at major intersections along Shelbourne to see how different traffic light and lane arrangements could affect bus and traffic movement.

Regarding cycling, Urban Systems is looking at options using existing and expanded road right of ways, including interim and ultimate "complete street" solutions. Cycle tracks, separated from vehicle traffic, are being considered although Saanich is concerned about pedestrian/cycle conflicts. An extension of the Bowker Creek Greenway, a mixed-use trail, is being planned north of Browning Park. If you haven't taken a ride on the Greenway, it's an enjoyable, but short alternate

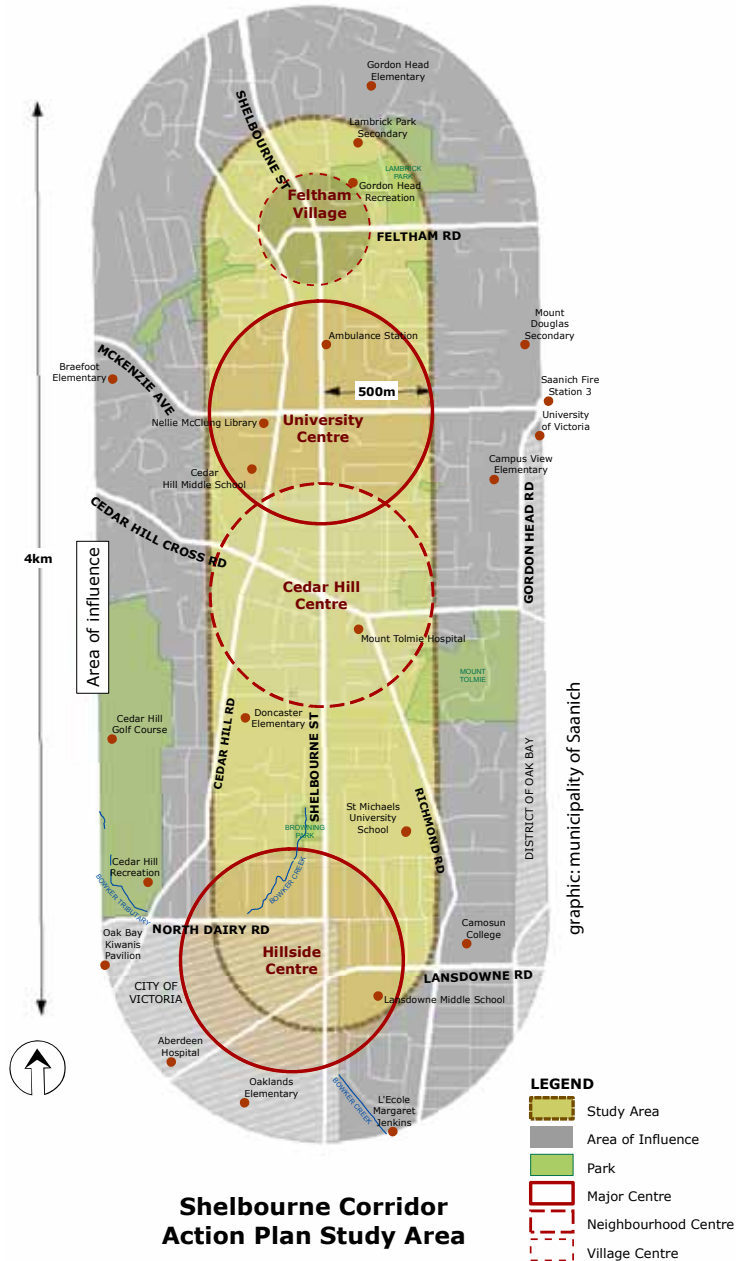
route to Shelbourne that begins at North Dairy and Keats, opposite Hillside shopping centre, and runs north via the creek and Browning to Derby. With a short detour along Shelbourne to Cedar, you can hook up with Thistle and Ophir for a ride on quiet streets to Cedar Hill Cross Road. But at Cedar Hill the reality of the "corridor" becomes obvious as further safe passage is blocked by four lanes of traffic.

D'Ambrosio's work is still in draft, but their initial presentation to the stakeholder panel emphasized the importance of liveability and sustainability, and included photo references to local and other examples that were cycle friendly.

No public open houses are planned before the municipal election on November 19<sup>th</sup>. Saanich however hopes to have the concepts and options developed by both the transportation and urban design consultants presented to the stakeholder panel during this time, as well as being reviewed by Saanich staff. Comments coming from these consultations will then be incorporated into more refined concepts for upcoming public open houses, which will be held after the municipal elections.

Saanich planning department's stated philosophy is that the process has come this far with so much good work and public consultation being done that they would like to see the job done right rather than in a hurry. Saanich has committed to keeping all stakeholders

, including the GVCC, informed of developments and events as they occur. In the meantime, community members that may have questions or comments regarding the Action Plan and its progress are encouraged to contact Saanich Planning. Updates and information on the process can be found on the Saanich.ca website under Community Planning, Action Plans.



**Duncan McLelland** is a GVCC volunteer

## Join the GVCC

Your contributions will help us (and you) take a proactive approach to creating a more hospitable cycling environment in Greater Victoria.

As a member you will get:

- Cycle Therapy Newsletter:  
E-mailed to you and/or delivered to your door four times a year. Find out what's going on & who's involved.
- Better Cycling Facilities, sooner:  
Get involved or support those who are working to make our region more cyclist-friendly.

Join online at  
[www.gvcc.bc.ca/join.shtml](http://www.gvcc.bc.ca/join.shtml)

- \$20: Member (\$10 for students, seniors & the unemployed)
- \$35: Household
- \$50: Sponsoring
- \$100: Sustaining
- \$300: Life
- \$80: Corporate Member (eligible for 10% off all transactions with the GVCC. Please name corporation and designated voting member on this form).
- New Member  Renewing

Make cheques payable to the Greater Victoria Cycling Coalition and mail to:  
PO Box 8586, Stn Central  
Victoria, BC V8W 3S2

- Check Here if you would like to receive *Cycle Therapy* by e-mail
- Check Here if you would like to receive a hard copy of *Cycle Therapy*
- Check Here if you would like us to contact you about volunteering

GVCC members are welcome to join the BC Cycling Coalition. Details at [bccc.bc.ca](http://bccc.bc.ca)

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Postal Code \_\_\_\_\_

Phone \_\_\_\_\_

E-Mail \_\_\_\_\_



## Biking in Heels?

This bike commuter argues in favour of riding in high heels. "Your feet don't slip off the pedals."

Is this you? If it is you, contact [cycletherapy@gvcc.bc.ca](mailto:cycletherapy@gvcc.bc.ca) to claim your 1-year GVCC membership, donated by Sara Stallard

photos by Michelle Kowalski



## Rent a bike locker!

Extend your ride with one of our bike lockers. Ride to an exchange, lock up your bike and bus the remaining distance to your destination or leave a bike in your locker and bus to it from home. For just \$10.00/mth you can extend your green commute and avoid those ugly car crawls.

The GVCC now has bike lockers available now at Juan de Fuca, McTavish & Langford Exchange.

If you're interested, contact [bikelockers@gvcc.bc.ca](mailto:bikelockers@gvcc.bc.ca) or leave a message for Robyn at 250-480-5155

**On the cover:** Out-going GVCC vice-president Patrick O'Connor models the latest in advocacy wear. He'll be heading to the polls November 19<sup>th</sup>, 2011 —will you? photomontage and buttons by F. Perryman