



# the cyclists' vehicle

Winter 1989/90

newsletter of the  
Edmonton Bicycle Commuters

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## BOARD OF DIRECTORS

Our annual general meeting for 1989 is already well past. The new board is already thinking about the coming year. If you want specific information or are willing to help out in any area, contact the office and they can leave a message with the appropriate director.

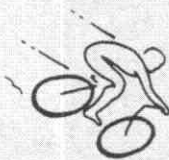
President	Stephen Talman
Vice President	Mary K. Allen
Registry	Ken Robinson
Membership	Andy Hengst
Newsletter	Glen Fitzpatrick
Advocacy	Tooker Gomberg
Bike Works	open
---	Angela Bischoff
---	Jim Stewart
Secretary	Christine Hogg

Meetings of the Board are held on the last Monday of the month at 7:00pm.  
All members are welcome to attend.

## THE BUILDING

Our current lease will be renegotiated for the end of June. Our new landlord has informed us that he will be raising the rent. We have two alternatives to paying more rent and keeping much of the space we have now: we can look for new premises to meet our current needs, or we can cut back on our present activities, which might mean losing the bike works space.

If you have any ideas, or more importantly, if you know of any appropriate and possibly available space to meet our needs (preferably in a similar part of town) PLEASE leave your name with the office or call Mary at 439-5293.  
Thank you.



## EBC ADDRESS

The offices of the Edmonton Bicycle Commuters are located at:

10701 - 85 Avenue  
EDMONTON, AB T6E 2K9  
(403)433-BIKE(2453)

## EBC OFFICE HOURS

Monday - Saturday 12 - 4pm

## UPCOMING NEWSLETTERS

If you would like to submit articles or help with the EBC newsletter, please contact our office. The due date for submissions to the Spring 1990 newsletter is April 1.

**\*\* NOTE \*\*** The articles appearing in this Newsletter do not necessarily represent the views held by the EBC, but are opinions expressed by the authors.

## LUNAR CYCLE

Lunar Cycle is coming up hard and fast and **WE NEED YOUR HELP.** We need to apply for grants, determine advertisers and sponsors, design flyers and so on. We are relying much more on volunteer help this year than we have in the past. If you are at all interested in helping out with the planning of Lunar Cycle, please leave your name with Leona at the office or call Angela at 429-0766.

## BICYCLE REGISTRATION

Help deter bicycle theft! Register your bike with the EBC BICYCLE REGISTRY.  
Contact our office for details.

## ADVERTISING RATES

\$75 - full page  
\$50 - 1/2 page  
\$35 - 1/4 page  
\$20 - business card  
Classified: members free; others \$5 first 30 words .10 each additional word.



From "The Guardian", 25 July 1989

### **Bordeaux Will Go Red White And Blue to Beat Car Menace**

by Paul Webster in Paris

Bordeaux, France's fourth biggest city (pop. 600,000), has declared war on the car in a revolutionary programme that has attracted the interest of other big cities, including Paris.

The port's mayor has decided that partial solutions to traffic problems are a waste of time. A new principle has been decided in which pedestrians and cyclists will have first right to use half the city's streets and that the rights of car drivers will be strictly limited even on main highways.

It is hoped that within the next 10 years only the main boulevards, which account for about 25% of Bordeaux's roads, will be designated red where motor traffic will have priority. The speed limit will be reduced to 50kph.

Another 25% of the city's roads will be designated blue with a 30kph speed limit and restricted to delivery vehicles and public transport. This would leave half of Bordeaux's roads as pedestrian and cyclist areas - white roads - broken up by small parks, markets and cafe terraces.

### **THE EDMONTON BICYCLING CONNECTION**

A new newsletter, actually an information network, is now serving Edmonton cyclists. It is "The Edmonton Bicycling Connection", and will be available on a monthly basis at bicycle shops throughout the city at no charge. It promises to report on new products, inform cyclists about all organized biking activities, and provide commentaries and maintenance tips.

from our

### **"PLANNING A CYCLABLE CITY" Forum**

excerpt from a speech by Sue Zielinski

We seem to be able to shut it out of our minds that the car takes up hours of our work time just to pay for the insurance, the parking, and the gas we need in order to drive our cars to work. We can also ignore the fact that, because we are "free" to drive, simple pleasures like walking and breathing become less possible options. It hardly occurs to us that for many city commuters, cycling, and in extreme cases, walking is faster than our "fast" gas guzzling sports car.

Aside from the pleasure of speed and freedom, there's a certain aesthetic of the car that people are attached to. Recently, I parked my bike in front of a large jewelry store in a glitzy area in downtown Toronto. When I returned, there was a photocopied note on the seat saying "please remove your bike from these premises, as it is unsightly". Well, I looked around me at all of the acres of concrete and some of what I call the "uglification" of the city centre, and these lines and lines of parked cars, and I realized that some people really find the car and all that goes with it, beautiful! It is obviously a cultural icon of mammoth proportions.

Now I don't mean to trash the car completely -- it has its uses -- but I do want to point out that there is a deep seated mass scale denial going on here.

What I'm getting at is that one of the major barriers to a cyclable city is psychological. In order to make a city cyclable, we have to break the addiction to car transport and all of its trappings, whether it is cold turkey, or by a gradual automobile detoxification programme.

Ironically, cyclists are often the first to submit to the mentality of auto-domination, no matter how hard we try not to. When you're out there cycling in traffic, you can't HELP but feel that somehow you don't belong, that if God had meant you to cycle, there would be freeways built for you. That four wheels are the natural way, and that two wheels or two feet are an aberration. After all, thousands of people couldn't be wrong. But thousands are riding bicycles, too. In fact, last year just about as many bicycles as cars were sold across Canada.

I suppose the problem is that such an addiction is not overcome by intellect alone. We have to go for the emotions -- which are often located just next to the pocketbook. On the train I was playing around with some economic calculations, which I'll share with you.

Let us make a conservative estimate, and say that people use their cars to commute and shop on an average of about five hours a week. That works out to 260 hours per driver per year. Estimating the number of drivers in Edmonton at 200,000, then 52 million person hours are spent in cars in Edmonton.

If we take that 52 million hours and multiply it by an hourly salary of lets say 10 dollars, we get 520 million dollars that go towards car driving. Of course this doesn't count all the hidden and not-so-hidden tax subsidies that all taxpayers pay, whether or not they own or drive a car. Highway maintenance gas subsidies, social costs that go into caring for people who have been injured in car accidents. The list goes on. . .

On a personal level, using these calculations, an individual car driver, by giving up or just reducing car use, could save about 2600 dollars a year. They could also save more than 260 hours of work time. That's almost 11 extra days that could be used as holiday or self-improvement, or perhaps bicycle improvement.

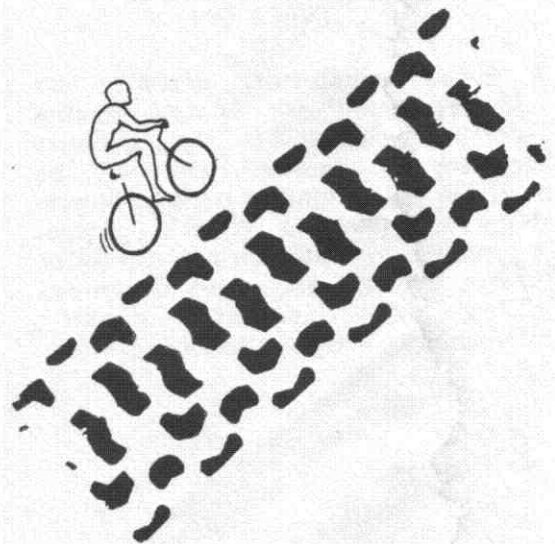
Now this is where visualization and imagination come in. Just for a lark, let's pretend that a very forward thinking Edmonton City Council were to provide incentives for car drivers to use their car hours and car money towards making Edmonton a more cyclable city. What would you do with the 520 million dollars and the 52 million hours?

One of the big things we can do with the time is to get in on the planning stages. It is difficult to make changes to decisions that are already cast in policy and legislative stone. But if you can find out when bridges are being built, when railway lands are becoming available, when new roads are being laid, you are miles ahead for being able to veto bicycle-unfriendly decisions and putting your positive spoke in.

In Toronto, we have two well paid full time Cycling Committee made up of volunteers and a safety and education co-ordinator. We also have the Toronto City Cycling Committee made up of volunteers and chaired by a council member. The committee works to lobby for bicyclization by getting in at the planning stages within City Hall, and by liaising with the police, the Ministry of Transportation, all the various cycling associations, and other groups. It also works on improving bicycle facilities -- replacing sewer grates, upgrading bike paths, putting in parking meters etc.

Another essential element of a cyclable city is good promotion and easy access to cycling information for cyclist, motorists, and the legal system. The Toronto City Cycling Committee just received 307,000 dollars for its publicity campaign alone. The committee also has a bicycle information hotline which operates during working hours to answer just about any bicycle related question.

A very important aspect of making the city cyclable is to find common allies, and to work with those groups to reach a critical mass which means something to vote-hungry politicians. Groups like the healthy cities movement, the environmental and naturalist groups, the organized pedestrians, safety organizations, any group you can think of that might have some common goals with cyclists. The more this occurs, the more bicycles are put on the environmental and political agenda. A cyclable city is also an environmental city and a livable city.





## Winter Biking Tips

### Technical:

**-Bearings:** Adjust and repack these more often in the winter. When repacking your steering head bearings, try putting a small length of inner tube around the outside of the steering head column on the top and bottom outside seals. This will keep the nasty stuff out for a lot longer, and reduce the maintenance time. It slows down the steering response a bit, which is just fine in the winter.

**-Chain:** Clean and lubricate this often, using a lighter oil that won't gum up, but oil it more frequently. Some people like wax, others like Tri-Flow. Suit yourself. I like light oil, but a new product from Raleigh called Cleanlube looks promising.

**-Cables and Guides:** These need lubrication, and if water from cleaning or sloppy roads gets in, it can freeze and cause surprises.

**-Maintenance:** Clean and dry the bike often, and make the maintenance planned, not a surprise on the trail.

**-Tires:** Not much will work on ice, but the Bicycle Commuters offer some studded tires at a very reasonable price. Experimentation can get expensive, but an aggressive, deep tread is best. Studding is optional, as it adds weight and doesn't work well on pavement, though Edmonton winters are fairly icy.

### Procedural:

**-Clothing:** Layer your clothes, and carry some dry clothing such as a T shirt and inner glove liners, and a dry scarf for face protection. When the temperature gets really cold, a pair of goggles are a good idea for protecting the eyes. Don't freeze your lungs, either.

**-Visibility:** The winter offers few daylight hours, and many motorists don't expect bicycles. Lights and reflective clothing are a must. I've seen cyclists dressed in dark clothes, with no lights, charging down dark streets with their heads down to avert the cold (no headgear), which is brave but not that smart. A helmet is a good item to wear in the crash prone winter season, as it is all year around.

**-Vigilance:** Winter biking requires more attention to details, such as bumpy and rutted ice, intersections glazed to a fine polish, and car drivers who don't expect or appreciate your activities.

## A Thank You From the Bissell Centre:

Ten boys and girls got really special Christmas presents this year, thanks to the Edmonton Bicycle Commuters Society. These children are participants in the Bissell Youth, an agency which provides recreational programs for Inner City kids. Parents of these children are on a very restricted budget which does not extend to covering luxuries like bicycles.

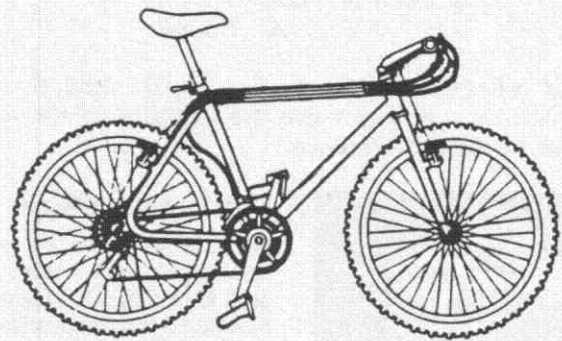
At the Youth Program Christmas party they held a draw, and the ten lucky winners came the following day to the centre to receive their bicycles. The gifts will bring a lot of pleasure to these kids.

Thank you to all the members of the Bicycle Commuters who made this event possible, but especially to Bernie Jacques, who spent much of his time reconditioning the bicycles, and came to the centre when the children were getting their prizes.

## A Call For Seniors (Or Anyone) as Volunteers

The EBC recycles and rebuilds bicycles. These bikes are used for recreation and transportation by needy people of all ages. We present a challenge: you can become part of the EBC Bike Works, thus offering you an opportunity to use your skills (or develop new ones) to rebuild and recycle bicycles at the shop. These bicycles are then donated to charity organizations, or sold at the cost of parts at Bike Swap days, or through various community activities.

The hours that can be worked are flexible, and you may work on your own project. You are invited to call us at 433 - BIKE, and come in for a coffee and talk. We have other programs that may appeal to you more than mechanics, such as Lunar Cycle, the newsletter, and advocacy. Best of all is that you will receive personal satisfaction from being an active community participant.



## MANAGEMENT COMMITTEE

We need help. The management committee makes sure that the business of EBC runs smoothly. This means making sure the bills get paid, filling out tax return etc. The Committee consists of two board members, one staff, and one member-at-large. Currently, this last position is vacant. If you want to get involved with the operations of EBC, please contact the office. Thank you.

## TOUR DU CANADA 90

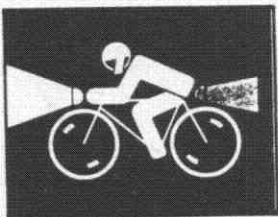
The Tour du Canada is a 9-week cross-country trip beginning on the July long-weekend. Tour du Canada is a non-profit group which conducts this ride. The cost is roughly \$1500. Anyone who is interested can stop by the EBC and check the bulletin board. Or contact Bud Jorgensen, 218 Waverly Road, Toronto, Ont., M4L 3T3. tel. (416) 699-4930.

## BIKE WORKS HOURS

Bike Works has **NEW HOURS**. We have all the tools you need to do your own repairs. And a bike mechanic is available to help you fix your bicycle.

SATURDAY 1:00 - 3:30pm  
TUESDAY 7:00 - 9:30pm

Our office is open Mon - Sat 12:00 - 4:00, during which time you can use the facilities to fix your bike without assistance.



### Use Lights at Night

Use a strong headlight and rear reflector or tail light at night or when visibility is poor. Wear light-colored clothes with reflective tape for extra protection.

We recently had a successful meeting. Our goals are to raise the profile of bicycle commuting, and to advocate for a more bicycle friendly Edmonton.

About a dozen of us got together to scheme plans for this year and beyond. The agenda of things we could do is long. We have decided to focus on two major campaigns for the next six months: bicycle parking and the bicycle/public transit marriage. Each of these issues now have a sub committee, and we'd love your input.

We have some excellent resources which can be borrowed from our library. Recommended: "Cycling in Delft", a VHS video from Holland which shows how to plan an urban network of bike routes; "Comprehensive Bicycle Plan for Vancouver", which outlines how to get from the current mess to bicycle heaven (well, not quite); and "The Bicycle, Vehicle for a Small Planet", a great summary of how cycling is doing around the world.

The Advocacy Committee meets on the first Sunday of each month, at 7:30 pm at EBC headquarters. Drop by Feb. 4, or call Angela or Tooker for information.

## IN CASE OF AN ACCIDENT . . .

In Toronto, Cycle Watch exists to help cyclists who have had accidents. Unfortunately Edmonton has no such group, but here are some hints about what to do if you do have an accident.

1. Report the accident to the police, and remain where the accident happened particularly if you are injured.
2. Get details of those involved.
3. Document on paper the situation and conditions.
4. Seek medical assistance immediately (if necessary).
5. Preserve all of your evidence. Don't repair your bike. If you must, have it assessed first at a bike store and record all necessary repairs.

Most importantly, cycle safely. Winter is a dangerous time and cyclists need to be all the more aware and cautious.



The summer of 1990 (Lunar Cycle '90, the Fringe) is fast approaching. The E.B.C. is planning and organizing, and we know we will need the help of many volunteers who can work independently. We have some important jobs to do in the next little while, so if you can spare some free time your help would be greatly appreciated.

We need help now with:

- Fund Raising / Grant applications  
(call the office and leave a message for Tooker)
- Lunar Cycle coordinator(s), flyer design, poster, advertisement/grants/sponsors round-up, other jobs  
(call the office and leave a message for Angela)
- Assist with bookkeeping (bills, tax return, etc)  
(call the office and leave a message for Mary)
- Locating a new premises, any ideas?  
(call our office and leave a message for Mary)
- Bike Registry data entry  
(call our office and leave a message for Ken)

### Check Your Label

Your mailing label shows a date and a month at the top right. Your membership expires on the last day of that month. (If this date is different from the one on your membership card and you are concerned about it, call our office.)



## Two Wheel Resource & the Canadian Cystic Fibrosis Foundation presents the First Annual Bike Swap for Cystic Fibrosis

Date: Sunday April 29, 1990, 10:00 a.m. - 5:00 p.m.  
Location: 10740 Whyte Avenue (Parking Lot)  
For More Information contact Brent at 433-7390



### LOOKING BACK

The EBC has been pedalling cycling since 1980. We were key players in having bikeways established on the High Level Bridge and elsewhere in the city. We've got lots more to do. Will you join us in promoting a more cyclable city?

I want to join EBC!

Enclosed is:                      \$15 - regular membership;  
   \$10 - low income/student  
   \$20 - family (2 cards)

Name .....

Address .....

Phone: res: ..... work: .....

I would like to see .....

I'll help .....

### YOU'RE WAY AHEAD ON YOUR BIKE!

Cycling in the city can save you money. Money spent on car repairs, gasoline, parking, or bus passes. It helps you keep fit and trim. Everyone's ahead when people ride their bikes - there's less air pollution and noise. And cycling is great fun. Why not join the bicycle revolution?

**The EDMONTON BICYCLE COMMUTERS: THE COMMUTER'S CHOICE!**

10701-85 Avenue, Edmonton, Alberta T6E 2K9 433-BIKE (433-2453)

