

the CYCLISTS' VEHICLE

Newsletter of the Edmonton Bicycle Commuters' Society January 1993

IN THIS ISSUE

EBC's new Board of Directors....	Page 1	Submissions for the next issue of the Cyclists' Vehicle should be received before March 5th, 1993. They may be on either Mac or DOS disc, or typed or <u>neatly</u> written on paper. Send to: Editor, Cyclists' Vehicle, c/o EBC, 10701 85 Ave, Edmonton, T6E 2K9
Travel and Eating Section.....	Page 2	
Commuter Challenge '92.....	Page 3	
City Council Budget Debate.....	Page 4	
Winter Active Challenge.....	Page 8	
Rails-to-Trails Report #1.....	Page 9	
and much, much, more.....	Page 1-16	

EBC'S NEW BOARD OF DIRECTORS

Brian Johnston, President	439-1590	Directors at Large:	
Marissa Kochanski, Vice President	431-1564	Ivey Boschman	433-8365
Robert Lewis, Secretary	433-4369	Myles Kitagawa	438-9463
Claude DeBois, Treasurer	439-2804	Anthony DuBuc	454-1167
		Michael Kalmanovitch	439-8725
		Bruce Thorsen	
		Clayton Sauve	473-0459



As a general rule, Board Meetings are held on the first Monday of the month, at EBC, from 7:00 to 9:00. EBC members are welcome. Thank you to the previous Board for serving in 1992, and good luck to this Board. May it meet lots of challenges.

CALENDARS AND PICTURES

This year EBC was a co-publisher of the Cycle-and-Recycle 1993/1999/2010 Bicycle Calendars. They turned out well, and are available at the EBC office for \$8. Now it's time to plan for '94. You may submit any good, typically Edmonton-flavoured, photographs of commuter cycling for consideration in next year's calendar. Photos will be returned. There is no cash prize, but you will receive credit in an international publication (the calendar) if your work is used.

TRAVEL SECTION

Two long-time members of EBC have moved to Europe.

Andy Hengst is the quiet guy who was usually seen at the computer. He was the volunteer who would take care of the absolutely essential, but less glamorous, tasks involved in running EBC: entering and updating our membership data, taking care of our computer hardware and software needs, and printing the labels for each CV mailout. He is now living with his fiancé in the town of Mühlthal-Trautheim, Germany.

CYCLISTS' VEHICLE ADVERTISING

	<u>RATES</u>	
per:	issue	year
one typed line	\$1	\$5
Business card	\$25	\$125
Quarter Page	\$50	\$250
Half Page	\$75	\$375
Whole Page!	\$100	\$500

EBC members can have 3 lines of free personal advertising, depending upon the mood of the CV editors, and as space allows.

The Cyclists' Vehicle has five or six issues per year. About 400 copies of this issue will be printed. The newsletter is mailed out to all EBC members, to bike shops throughout Edmonton, other cyclist organizations throughout the continent, Edmonton City Council, and to any one else we think should read it.


It is available without charge at EBC and at some Edmonton area bicycle shops.

Stephen Talman is the past-president of the EBC. It's difficult to sum up his contribution to the society. His generosity and kindness, and his ability to cut through bullshit to the real issue, made him unique as a president, a member-at-large, and a friend. Stephen is now living in Copenhagen, Denmark, awaiting the arrival of his fiancé.

The competence and character of both these gentlemen will be missed at EBC. We wish them the best in this new year and in all the years to come.

MORE TRAVELLING

Hard Core Mountain Bike Store has moved to its new location at 10008-82nd Ave.


THE HARDCORE MOUNTAIN BIKE STORE
NOT FOR THE TIMID

A PLACE TO GO TO

Buns and Roses Organic Wholegrain Bakery is now offering a 10% discount to EBC members! This is a great place to go, for bread, cookies, and other healthy sustenance. Bring your EBC card. Buns and Roses is the first non-bicycle related business enterprise to give the EBC discount.

Check this spot out. If you like the arrangement, let the EBC board know, and we'll try some other places.



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COMMUTER CHALLENGE 1992

by Brian Johnston

The Edmonton Commuter Challenge was hosted by EBC and EcoCity Society on October 29, 1992, Energy Awareness Week's "Transportation Day". This year more participants and

transportation alternatives were added to the event. The event started in the parking lot of the IGA on 122 Street and 51 Avenue and finished at the new City Hall; a distance of 9.0 km. The transportation modes, and the finish times, are listed below.

Position	Mode of Transportation	Racer	Time
1st	Bicycle	Bill Vander Meer	22 minutes
2nd	Solar Vehicle *	Richard Wirtanen	23 minutes
3rd	CFRN minivan **	Pat Kiernan	24 minutes
4th	Bicycle	John McInnis	25 minutes
5th	Bicycle and Bus ***	Tooker Gomberg	30 minutes
6th	Bus-LRT****	Carole Knowles	33 minutes
7th	Jogging	Ken Reese	39 minutes
8th	Jogging	Jason Stanton	42 minutes
and the rest	Jogging	Chris and Norm Bishop and Doug Hughes	43 minutes

* The Solar Vehicle is an electric powered car with photovoltaic panels on the roof to charge the batteries.

** which has a conventional internal combustion gasoline engine.

***Councillor Gomberg rode his folding bicycle to the bus stop at the Southgate transit station, and carried his bike with him on the bus to City Hall.

****Carole Knowles caught the bus on the east side of 122 St, transferred to the LRT at the recently completed U of A LRT station.

Since it was Energy Awareness Week, we can also show the results according to energy consumption.

The cyclists each used about 200 kcal, the energy equivalent of less than 1 muffin & 1 glass of milk. The joggers, 560 kcal each, or 2 muffins & 2 glasses of milk. The LRT-and-bus trip used 5100 kcal, or 19 muffins & 19 glasses of milk. Bicycling and bussing required 4650 kcal, or 18 muffins & 18 glasses of milk. And, the CFRN Minivan used 10500 kcal to make the trip, the equivalent of 40 muffins & 40 glasses of milk.

Both from a time and energy

consumption vantage, the bicycle wins. It is time it be given serious consideration in our transportation planning process. At the conclusion of the race we were honored by three guest speakers: the Honorable Al Adair, Minister of Transportation and Utilities, Government of Alberta; Mr. Rick Millican, General Manager, Transportation Department, City of Edmonton; and Councillor Tooker Gomberg, Ward 4, City of Emonton. Many thanks to Angela Bischoff and Barbara Johnston, as well as all the participants for making this event a success.

U OF A HOSPITAL BIKE TRAIL

For a brief period this autumn the traditional bike route through the U. of A. hospital grounds was closed to cyclists. This route is used by most of the cyclists who commute to the university from directly south of the campus. A fence went up across the path and EBC phones started ringing. EBC's president-at-the-time, John Collier, talked with hospital officials and got the fence quickly removed. However, be prepared! This spring the fence may go up again, permanently. We are trying to find out what is required to keep this from happening, and will keep EBC members and CV readers informed.

BEN SAUVE SAFE CYCLING AWARD

On November 22, 1992, in the Multi-Purpose Rumpus room, John Collier and Clayton Sauve presented the Ben Sauve Safe Cycling Award to Steve Beiko. Steve was being honoured for his work with the Alberta Bicycle Educators, promoting the CAN BIKE and Pedal Pusher programs. These programs teach participants to ride safely and effectively in traffic. We at EBC cannot say enough about the value of these courses, and heartily recommend them to anyone considering commuting by bicycle and anyone with children who commute on two wheels to school.

CITY COUNCIL BUDGET DEBATE

City Council had its 1993 Budget debat just before Christmas. EcoCity and EBC both sent letters to Council with recommendations about how the civic budget could be spent. We've included both letters in this issue of CV, as well as a report on the salient features of the budget vote as it affected cyclists.

FREE PARKING AIN'T FREE

by Angela Bischoff, EcoCity

The following was a letter I submitted to Council during their recent budget deliberations. For your information the parking subsidies passed scrutiny, while the bicycle transportation engineer lost on a tie vote! Read on...

Dec 9, 1992

To Mayor Reimer and City Councillors,

Re: 1993 Budget

I'd like to bring to your attention a particular budget item that I think deserves careful consideration. Following that I will suggest ways that

LETTER TO CITY COUNCIL

The Edmonton Bicycle Commuters' Society 's new President, Brian Johnston, sent the following letter to Edmonton City Council for their consideration during the 1993 budget debate

Dec. 9, 1992

Dear Mayor Reimer and City Council:

Re: December 10th, 1992 Council Meeting: 1993 Budget - Full Time Senior Bicycle Transportation Engineer Proposal

We feel that implementation of Edmonton Bicycle Transportation Plan can offer the City many benefits.

Free Parking Ain't Free, Cont'd

some of that money might be better spent.

Budget item that needs attention:

The recommended budget for Parking Operations for the city, at the 3% Tax Levy Increase, shows a Net Expenditure of \$6,429,000; Revenues of \$4,055,000; leaving a Tax Levy (a.k.a. loss) of \$2,374,000! In other words, individuals driving to the various City owned parkades and lots are receiving subsidized parking.

I do not believe that tax payers should carry this burden. Drivers should pay the full costs of parking at those facilities.

The problem stems from an over supply of parking, which far exceeds demand. City-owned parkades cannot compete with private lots. I believe that the City should pursue the authority to tax private parking operations. To this end, parking fees would be higher right across the board. I would like to go further to suggest that there be no free parking in the CBD (Central Business District).

How that money could be spent/saved

Our Transportation Department should encourage the most efficient and cost effective use of our transport system through the following: promotion and facilitation of ridesharing; a review of the City's employee parking/car allowance policy; parking price reductions for multi-occupant vehicles; less availability and no subsidization for parking; road tolls; gas taxes; traffic

Letter to City Council, Cont'd

These include reduced expenses, increased revenues as well as an increase in productivity of the workforce. We believe that this can be facilitated through the hiring of a full time Senior Bicycle Transportation Engineer.

Reduced expenses can be achieved as people shift their mode of travel to the bicycle and are outlined as follows:

1. Road capacity will increase thus there is not the need to widen streets. For example the City recently spent \$13,000,000. to increase the peak hour capacity of a road by 600 vehicles per hour. The City could possibly have accomplished the same result by actually paying people to ride their bicycles to work and/or school during the peak hour. A full time Senior Bicycle Transportation Engineer implementing the Bicycle Transportation Plan would assist in this modal shift of transportation vehicles.

2. Reduced parking facility space requirements.

3. Reduced parking facility maintenance costs

Benefits which would accrue to the City as people shift their mode of travel to the bicycle are outlined as follows:

1. Urban tourism is an expanding recreational activity. Bicycle tours could have a positive impact as a revenue generator .

2. Studies have shown that absenteeism decreases and energy and alertness is enhanced with increased levels of fitness. Doctors have recommended 30 - 50 minutes of exercise at least three to five times per week and that greater benefits for

Free Parking Ain't Free, Cont'd

calming; promotion of bicycle and public transit travel; etc.

More specifically:

1. The Transportation Department has determined that if all City employees were offered Transit passes at a 50% discount rate, their expected annual revenue loss would be \$170,000.

However, employee transit ridership would increase 13%. (Current pass sales are 838; a 50% discount would increase pass sales by 105). Given the exacting economic and environmental costs that cars incur to the citizens of Edmonton, this would be a cost effective expenditure.

2. In the years 1988 - 1991, Edmonton's river valley had a 12-fold increase in bicycle usage. Clearly, the potential to increase commuter trips made by bicycle from the present 1% level to 5% or even 10% is very real. However, safe and convenient facilities are required.

Last year the City Transportation Department developed a comprehensive Bicycle Transportation Plan which was approved by Council. However, with under 5% of one staff person's time devoted to bicycle issues as is the case today, little will be accomplished on the bicycle front. Edmonton needs a full-time Senior Bicycle Transportation Engineer, as has Ottawa, Calgary, Montreal, Toronto (it has 3), Montreal (it has a whole organization), and Vancouver (it has a 1/2 time position). This cost has been estimated to be between \$60 and \$70,000. Can Edmonton afford to, do without this kind of position, when

Letter to City Council, Cont'd

cardiovascular fitness can be attained through bicycling. (source: Edmonton Journal, Dec.7/92)

3. Improved Air Quality

We thank you for considering the merits of the proposal and hope that they meet with your approval.

Yours truly,

Brian H. Johnston, P. Eng.,
President of the Edmonton Bicycle Commuters' Society

Free Parking Ain't Free, Cont'd

so many other cities have devoted resources to fulfill this important transportation need?

The question should also be asked whether or not an existing Senior Transportation Engineer could transfer present duties solely to bicycle planning.

The end result:

+ \$2,374,000	savings from parking subsidies
- \$ 170,000	discounted transit passes
- \$ 70,000	full-time Senior Bicycle Transportation Engineer
<hr/>	
= \$2,134,000	net savings within the proposed 1993 budget

Please call me should you have further questions. I look forward to your feedback on my proposal.

Sincerely, Angela Bischoff

Attached: Information Report from the World Conference on Bicycling

ACTION ON COUNCIL

by Brian Johnston

At the Edmonton City Council budget meetings, it was moved by Councillor Gomberg and seconded by Bolstad "That the City hire a full-time Bicycle Coordinator at a cost not to exceed \$60,000."

Expecting Councillor Gomberg's motion would be defeated, Councillor Mason, seconded by Phair, suggested the amendment "That Councillor Gomberg's motion be referred to the Utilities and Public Works Committee for a recommendation on the advisability of its inclusion in the 1994 Budget."

FOR THE AMENDMENT : Mayor Reimer, Councillors Bethel, Bolstad, Gomberg, Mason, Phair

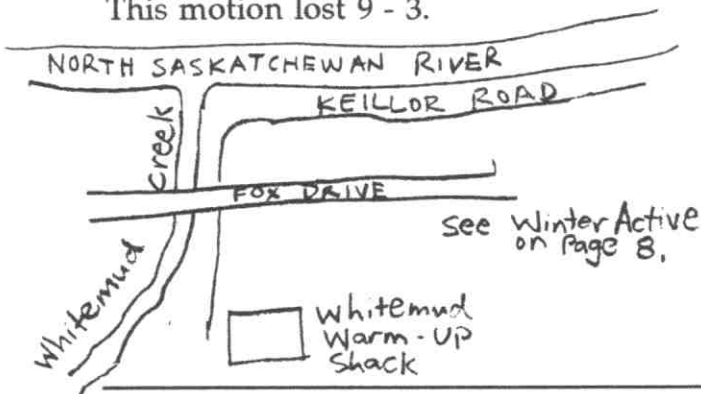
OPPOSED: Councillors Campbell, Cavanagh, Chaley, Hayter, Mackenzie, McKay and Staroszik.

The amendment lost

FOR THE MOTION: Councillors Bolstad, Gomberg, Phair

OPPOSED: Mayor Reimer, Councillors Bethel, Campbell, Cavanagh, Chaley, Hayter, Mason, McKay, Staroszik

This motion lost 9 - 3.



While speaking with Councillor Gomberg, I learned that the intent of his motion was not to hire a new staff person, but to free up Peter Heppleston to work full time on the Bicycle Transportation Plan for the City.

The City of Edmonton has an excellent Bicycle Transportation Plan. The Plan addresses winter cycling: "...the mountain bike has proved to be a very popular machine for urban use, and is also very effective in dealing with winter riding conditions." It goes on to say that, "Even on the morning after the big snow storm in January 1989, with temperatures around the -40 C mark, bicyclists on mountain bikes were observed in several parts of the city riding to work and school".

An action statement in the Plan states that "The Transportation Department will develop a snow removal program for Class 1 and Class 2 Bicycle Facilities...The Parks and Recreation Department should continue to experiment with alternative winter treatments of paved trails in the river valley."

At present, only Class 1 facilities get cleared on a complaint basis. It is up to us to phone the Citizen Action Centre (496-8200) to get the snow clearing done. Also, let your city councillor know that you think Winter Cycling is a viable transportation alternative. Commuting to school or work by bicycle has the potential to save money both for the individual as well as society.

WINTER ACTIVE

by Brian Johnston

WinterActive is a friendly international challenge of participation in a wintertime physical activity, which runs from January 23 to February 7, 1993.

Fifteen Canadian Cities have been paired with 15 Russian Cities. Edmonton has been paired with the Russian city of Yaroslavl, which is located approximately 400 kilometers north of Moscow.

WinterActive aims to make Canadians more aware of the benefits, for both individuals and society, that result from an active and healthy lifestyle. It's goals:

- to make Canadians more aware of existing outdoor leisure opportunities that involve physical activity;
- to increase the opportunities within communities, schools and workplaces for Canadians to become more physically active during winter;
- and to assist program leaders to develop community links with traditional and non-traditional constituents in fitness, recreation and leisure.

Residents of participating cities are encouraged to perform outdoor physical activities for a minimum 20-minute period. Each 20 minute period is worth one point on the participation scale. Results will be gathered in each participating city and then sent to the WinterActive International Secretariat, which will weight the results in accordance with the population for each registered city. Every time you ride your bike for a 20 minute period phone the talking yellow pages at 492-9000 and enter 6000

to register your participation.

All EBC members, and all their friends and relations, are invited to participate in a group winter odyssey. Cyclists, joggers, walkers and cross country skiers will start at **City Hall at 4:30 PM on Friday, February 5th**, and finish at **Whitemud Park** in the Warm-Up shack. If you can't make the start at City Hall, meet us down in the park and time how long it took you to get there. We will stay till 10:00 PM, with warm drinks and snacks.

Donations for "goodies" would be appreciated. Please call Carole Knowles (444-0495) for more details.



THE RAILS TO TRAILS REPORT #1

by Linda MacDonald

The EBC Rails to Trails (R2T) Committee is a group dedicated to the conversion of the abandoned CPR tracks, between Old Strathcona and the intersection of 104 Ave. and 110 St., into a continuous transportation corridor for pedestrians and non-motorized traffic. The following is a brief time-line of the committee's activities:

Nov. 91: Compilation of data to estimate the costs involved in building the proposed R2T. Cost (land purchase excluded) - about \$1 million. CPR is asking for between \$8 million and \$12 million for the land. (See our annotated map of the route on the final page of this CV.)

Dec. 91- Feb. 92: Meetings with CPR, City Transportation, and the developer Schroeder Properties, whose plan to purchase & develop CPR land north of Jasper Avenue would be influential in CPR's decision to remove the Jasper Avenue bridge.

Feb. 92 - June 92: Launched a phoning & letter - writing campaign to lobby against details of Schroeder's proposals and CPR's decision to tear down the Jasper Avenue railway Bridge. (Both of these plans would break the proposed R2T corridor's continuity.)

June 23, 92: City Council's public hearing on the above 2 topics. After over 8 hours in which R2T committee members and several R2T supporters presented their best arguments against the proposals, the bylaws were passed. The Jasper Avenue bridge was dismantled in November.

Result: our R2T corridor now has 3 "holes" in it:

- the Jasper Avenue crossing (now without a bridge)
- the 100 Avenue crossing (vehicle overpass removed Aug. 91)
- Schroeder Properties soon-to-be-built parking lot access roads, which cut across the proposed route, and promise to be heavily used by car traffic.

Understandably, our committee took a rest after the efforts of last summer. We have now reorganized, have gained several new members on our committee (Welcome to Carole Knowles, Bill Sellers, Kevan Rhead, Eric Storey, Alex Shetsen, and Alberta TrailNet liaison Helen Parker!) We have also developed a new, two part strategy, as explained below:

1. Lobbying, to Buy Time

The proposed land needs to remain in one long strip for it to be of use for R2T. CPR may choose to sell it piece by piece (as it did with the Schroeder land) to the highest bidder. One way to ensure that the land can be used as a transportation corridor is to lobby City Council to zone the land specifically for such a purpose. For this re-zoning proposal to pass, Council would need reassurance from the business communities downtown & in Strathcona, as well as from individuals throughout Edmonton, that the R2T is truly desired by them. Therefore, we are arranging meetings with business and community groups, in the early months of 1993, to seek their support. Additionally, we are compiling a list of individuals and groups who have expressed interest in

assisting us or in being kept informed about R2T. That is what this special R2T section of this issue of CV is for. In the future we will continue to write reports on R2T issues and distribute them to all those interested, either as part of the EBC's newsletter, or as a separate mailout. A "phoning tree" is also being made. Be prepared for a call.

2. Land Acquisition

The land we constantly refer to as the R2T corridor is presently CPR land. It is no longer being used as a transportation corridor by them, and so it is reasonable to hope that it could eventually be sold for the purposes of R2T construction. Thus, we and our supporters have the task of looking for ways to make this come about. What will happen? We aren't sure yet, but there are lots of possibilities.

- Will the Alberta government consider buying it as a future highspeed rail link between Calgary & Edmonton? If so, would we be able to use part of it for R2T until such time as the rail line was built?
 - Will Federal funding (grants, etc.) or Federal government projects (like Canada 125) make R2T possible?
 - Will a group of business people develop a plan which will make the purchase possible?
 - Does CPR legally own the land?
- There is presently some kind of legal challenge being mounted in Ottawa. The claim has been made that CPR may not have the right to sell the land which was given to them by the government of Canada in exchange for providing a transportation corridor. If this challenge is won, and CPR indeed has to relinquish lands they have stopped using for rail transport, what will happen here in Edmonton?

Any or all of the above scenarios could play a role in the R2T's eventual success. But there are NO GUARANTEES! As can be seen by this "brief summary", this is a complicated issue. Its progression will likely take a long time, and will need your enthusiasm and support the whole way along! Thanks to those who have already pledged their pens and phones!

Your EBC R2T Committee:

Doug Barrett 433-0588
Brian Johnston 439-1590
Carole Knowles 444-0495
Marissa Kochansky 431-1564
Linda MacDonald 439-2819
Kevan Rhead
Bill Sellers
Alex Shetsen
Eric Storey

Hope to hear from you!



Announcement

Helen Parker (of Alberta TrailNet) has booked the Percy Page Center, at 11759 Groat Rd. for Jan 27, 7 - 9 PM. We will present our talk & slide show to representatives from interested Edmonton area non-profit groups. Any interested individuals are also welcome.



R2T CAMPAIGN FUNDING

by Doug Barrett

All the participants in the R2T Campaign are volunteers. The expenses for the campaign till now include photocopying, art supplies, promotion, and mailing costs. The present total expense is about \$500. The R2T Campaign is funded by the Edmonton Bicycle Commuters' Society, a non-profit organization for cyclists. As with many non-profits, EBC makes just enough money to pay the rent and the employees, with very little extra. Any increase in EBC's income helps the R2T campaign. The EBC, of course, accepts donations. However, most of EBC's income comes from selling its goods and services, listed below.

1. Membership fees are \$15/year for individuals and \$50/year for corporations. Members have access to the Bikeworks repair shop, receive discounts at most bike stores in town, and also receive the Cyclists' Vehicle newsletter (which is what you are reading at the moment). If you are not a member, join us! If you are a member, try bringing someone else into the group.

2. In cooperation with the Edmonton Police Service, EBC runs a bicycle registration program designed to return lost and stolen bicycles to their owners. If you have not yet registered your bike, do so, regardless of your commitment to the R2T Campaign. If you are a student or the parent of a student, let your school know that EBC offers discount registration rates to students at schools which carry the bicycle registration form in their newsletters.

3. This year EBC is one of the co-

publishers of the Cycle and Recycle 1993/1999/2010 Bicycle Calendar. This intriguing collection of black and white photographs illustrates the different uses for the bicycle, from around the world. For EBC members these calendars sell for \$8 each, and for the general public, \$10 each.

4. Official R2T T-Shirts are available from EBC for \$10 each. They are 100% cotton Fruit-of-the-Loom with the R2T Campaign logo on them. They come in blue on white, white on black, and black on yellow. They are long in the body, so they stay tucked in while you're cycling.

5. EBC rebuilds and rejuvenates old bikes and sells them. We also sell used bike parts, and safety vests.

6. If you work for a business which needs to communicate with cyclists, buy advertising in the Cyclists' Vehicle. (See the rates on page 2 of this issue.)

ALBERTA TRAILNET'S CANADA 125 PROJECT

by Carole Knowles

As a result of increasing province-wide interest in linked recreational corridors, Alberta TrailNet (ATN) was formally established in March 1992. ATN is dedicated to the promotion of the linear park concept in Alberta. A linear park, or "greenway", is defined as an urban or rural pathway, abandoned rail line, utility right-of-way, canal, or any other corridor, that would allow people to travel from one place to another, usually in a natural setting.

One of ATN's functions is to act as liaison between various levels of government and community groups which have an interest in developing

a trail in their region.

The Canada 125 Corporation, a federal government initiative, was established to promote the celebration of Canada's 125th birthday. Their focus was two-fold: to encourage partnerships between local businesses and community organizations to help fund and organize events and activities; and to promote a selected number of large sponsored projects that would be national in scope.

ATN became involved in the Canada 125 project after submitting a proposal suggesting the idea of linking Alberta's green corridors with those in other provinces. Canada 125's Board adopted ATN's initiative as their legacy project marking Canada's 125th birthday, naming it the "Trans Canada Trail".

The trail will be designed, built, and maintained by local communities, in partnership with volunteers, businesses, and governments. Overseeing this longterm project is the recently incorporated Trans Canada Trail Trust (TCTT) foundation, which will take over once Canada 125 disbands on December 31, 1992. The TCTT has until March 31, 1993 to use existing Canada 125 budget funds for promotional purposes of the project, provided they are matched by national corporate sponsors. Because each trail segment will be locally funded there is no clear projection of the project's total cost.

The Alberta leg of the trail will start in the Cypress hills area, work itself west, then north through to Edmonton, on to the Athabasca area, after which it will wind north to the NWT.

In October 1992, ATN formally endorsed EBC's "non-motorized, multi-use corridor project along the abandoned rail line from Old Strathcona to the new Grant MacEwan campus on 104 Ave.", as part of the Edmonton portion of the trail. Helen Parker, ATN's Education Officer, has been providing EBC's R2T committee with valuable assistance in promoting of EBC's R2T project.

Speculation is that there will be a spring 1993 kick off venture, in Alberta, announcing the "Trans Canada Trail" initiative. July 1, 2000 is forecasted as the target date for the official opening of the main track of this continuous coast to coast trail.

Local initiatives for multi-use, multi-purpose, multi-partnered trails are the backbone of ATN. Cyclists, particularly those who do long distance touring, are considered one of the biggest benefactors of the proposed provincial trailnet system. ATN invites any EBC members, with knowledge of any routes, that could be potential greenway developments, to contact ATN's North Zone representative, Brian Johnston at either 433-2453 or 439-1590.





BRIDGE STATUS UPDATES

by Carole Knowles

HIGH LEVEL BRIDGE (HLB)

Under the existing CP Rail agreement of 1913, the City of Edmonton pays 1/3 of the maintenance costs that CP carries out on the HLB. Major renovations are scheduled, and are outlined in the City's Transportation Department's Five Year Capital Budget Plan (1992-1997). The repair costs, approximating \$20 million, fell below the cut off line for consideration in the 1993 Capital Budget as city wide priorities took precedence. It is likely that the renovations will remain unfunded until such time as the unknowns regarding the bridge's ownership have been resolved. Negotiations between the City, the Province, and CP Rail continue regarding the bridge's sale.

City and provincial officials advise that the HLB has not been declared a provincial historical site, as had been rumored. However, in April 1987, the bridge had been formally recognized as a major historical engineering project by the Edmonton Chapter of the Canadian Society for Civil Engineering, as part of their 100th anniversary celebrations commemorating engineering as an organized profession in Canada

JASPER AVENUE RAILWAY BRIDGE

This bridge was dismantled in November of this year. Currently stored at Ft. Edmonton Park, the Edmonton Radial Railway Society plans to rebuild it, funds permitting, sometime in the future, as a streetcar bridge. It will be situated at the mouth of Whitemud Creek east of Fort Edmonton Park as part of the planned extension of their streetcar line. It is anticipated that the bridge will also accomodate cyclists and other users.

The City has no plans at this time for a replacement pedestrian/bicycle bridge to span Jasper Ave. near 110 St. Interest could be stimulated if and when an agreement is reached on the sale of the HLB.



Earth's General Store

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For more information about the
alternative economy call 479-9622

LETS is having a skating party at Hawrelak Park on Jan 8th at 7:00 PM. Everyone who reads this is welcome. Bring freinds. After, there will be a LETS business meeting and warm drinks at Life Rythms, 10762 82nd Ave

PHILOSOPHY PROBLEMS

by Doug Barrett

Political struggles rage within the North American biking community. The most serious of these is between proponents of "segregation" and proponents of "integration". These two terms refer to how bicycle and automobile traffic can coexist, and how communities need to be designed in order to facilitate that kind of coexistence.

The Rails-to-Trails project is a segregational project. A lot of EBC's energy has been focused on the Trail's promotion. It is worth taking the time to explain why this trail is a good thing for the integrationists in Edmonton's cycling community.

"Segregation" is based on the assumption that, because of the presence of motor vehicles, the roadway environment is too dangerous for cyclists. Therefore, cyclists must be separated from motor vehicle traffic. This means riding close to the curb, out of the way of motor vehicles, when necessity forces one to cycle on the road. It means riding in bicycle lanes, and on bicycle paths which are physically separate from the roadway, whenever these facilities are present. It means riding on the sidewalk when no one is watching. The premise is that the further away a bike route is from a road, the safer it is. The community balances the safety of its cyclists against the cost of building separate facilities.

"Integration", on the other hand, is based on the assumption that traffic follows predictable rules. The premise is that if a cyclist understands these rules, then that cyclist is not in danger on the road. Rider and bicycle behave as any other driver and vehicle: riding in the

lane, in plain view of other traffic; signaling and shoulder checking when changing lanes; turning left from the left lane, coming to a full stop at red lights; and so on. The community balances the safety of its cyclists against the cost of educating them.

A major integrationist criticism of segregation is that typical segregated facilities, bike lanes and bike trails, are not safe. This argument against segregation goes like this:

Cyclists often have the same destinations as motorists. The greatest fear inexperienced cyclists have is of motor vehicles overtaking them and striking them from behind. That is why the most used bike routes run parallel to busy roads. Between intersections, the segregated bike route can provide the cyclist with some protection from the roadway traffic. That is why cyclists often express satisfaction with segregated bike routes: They no longer feel the fear of being hit by motor vehicles.

At intersections, however, cyclists on the segregated route must cross the intersecting road. In doing this, they must ride in front of any motor vehicles turning onto the intersecting road, and they must ride in front of any motor vehicles entering the intersection from the road which crosses the bike route. This is a very important point: a segregated bike route generally does not separate bicycle traffic from intersection traffic. In fact, the typical segregated route can, for two reasons, place the cyclist in greater danger.

First, the cyclist on a segregated route can develop a false sense of security. For the majority of riding time (the part between intersections), the segregated bike route is separate from the road, and the cyclist does not have to pay attention to traffic on that road. However, for a

very small portion of the trip, (the part through the intersections), the rider crosses the paths of other vehicles, and should be paying close attention. If one is safe 99% of the time, one may incorrectly believe that one is safe all of the time.

The second reason why segregated routes can place cyclists in danger is because, at intersections, approaching motorists concentrate their attention on the traffic on the intersecting road. The segregated bike route is separate from that road which the motorist is watching. Therefore, cyclists on the segregated route enter intersections from locations where the motorists are not looking.

Statistics available on bicycle accidents show that, with or without segregated bike routes, the majority of cyclist fatalities, within urban centers, occurs at intersections. Despite the prevailing fear, seldom is an urban cyclist struck from behind by an overtaking motor vehicle.

It is on the strength of these statistics and this reasoning that the integrationist case rests. Integrationists argue that a cyclist riding in the main traffic flow pays attention to traffic conditions at all times, and is prepared for traffic conditions at intersections. Further, that cyclist enters intersections where expected, and, therefore, will not surprise motorists. Once the cyclist understands that riding in clear view of traffic, rather than trying to hide from it, is the safest way to travel, the unjustified fear of being struck from behind vanishes and riding is enjoyable.

Integration has another advantage over segregation. It is less expensive, and more enjoyable for all concerned, for the community to teach its young riders safe cycling skills, than to build segregated bike routes beside every road.

Now back to Rails-to-Trails.

Integrationists need not be against the

proposed Rails-to-Trails route. It does not suffer from the typical segregated route failings described previously. First, cyclists (and other users) will not be endangered at intersections; the route passes from 107 St. south of the river to 104 Ave and 110 St. without being interrupted by a roadway intersection. To get to a roadway intersection cyclists will have to make the deliberate decision to leave the trail, and will be expecting to begin dealing with motorized traffic. Second, the cost of building the route will be low; the corridor is in place, free of buildings, parking lots, or other obstructions.

Integrationists should favour the proposed route because it will be the best way to cross the High Level bridge northbound. To do this presently, cyclists, pedestrians, and roller bladers must share two sidewalks. At their widest, these sidewalks are each 2.5 metres wide, not a lot of room for two way traffic. At several locations the sidewalk width dwindles to between 1.5 and 0.95 metres. One must ride slowly to use the sidewalks safely.

The proposed Rails-to-Trails route is 4 metres wide throughout. It offers better access across the river, without increasing the danger to cyclists.

ADDENDUM TO EDMONTON'S RAILS-TO-TRAILS MAP DEC 1992

The bridge over Jasper Ave. was removed in November of 1992. Cost of a new bridge over Jasper Ave. is estimated to be \$500,000.

The land bounded by 109th and 110th St. and Jasper and 102nd Ave. has been sold to Schroeder Properties of Vancouver. The plan for the development of this land into a London Drugs mall does not include a safe cycling route from Jasper Ave. northward.

The master plan for the land bounded by 109th and 111th St. and Jasper and 104th Ave. includes a linear park roughly following the line of 110th St. The linear park may incorporate a multi-use trail. The park and the trail are separated from Jasper Ave. by the Schroeder Properties London Drugs mall development.

Now turn the page.

2. In August of 1991, the 100th Ave Bridge was removed, and replaced with a level roadway. At that time a tunnel could have been installed for \$200,000. Cost to put in a tunnel today = \$500,000. Intersection is shown here as Bike Route crossing road at traffic lights

Future site of Grant MacEwan Community College downtown Campus.

RAILS TO TRAILS

A Proposal to connect Old Strathcona and downtown Edmonton with an uninterrupted Bike Route along the abandoned C.P.R. railway line

length = 3730m + optional 1155m (see notes 12, 13.)

Cost = \$843,000 + optional extras (see notes 2, 12, 13.)

Costs do not include land purchase from CPR. All figures can and should be debated!

Prepared by: Edmonton Bicycle Commuters' Society

1. Old Railway Bridge over Jasper Avenue.
- slated for removal
- cost for new hand-railings and decking = \$7,000

4. Bike Route between High Level Bridge and Downtown Campus of Grant MacEwan Community College
length = 1900m Cost = \$110,000

3. The 99th Avenue bridge was upgraded in 1990.

5. Old Railway Bridge over 97th Ave and 104th St.

6. Bike Route link to 97th Ave and 104th St.
length = 150m cost = \$10,000



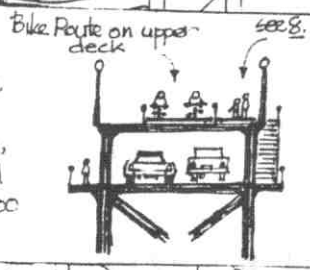
Grandin L.R.T. Station

Provincial Legislature Grounds

North Saskatchewan River

8. Pedestrian Walkway between 90th Ave and west sidewalk of the High Level Bridge.
walkway does not cross Bike Route.
cost = \$30,000

7. High Level Bridge
length = 800m
cost for decking, hand-railings, and lighting = \$600,000



13. Bike Route between 107th St and Whyte Ave.
length = 480m
cost = \$68,000
There are other costs in the development of this section. Bike Routes with cars crossing them are dangerous.

- Alternatives:
- the streets from 107th to 103rd could be blocked off. - a decision that would affect the entire community
 - Bridges over the streets at \$250,000/bridge
 - Tunnels under the street at \$500,000/tunnel
 - Cyclists use existing roadways
 - Any combination of the above.

11. Bike Route between Tunnel and 107th St. length = 225m cost = \$16,000

12. Possible Link to Multi-Use Trail on North side of Saskatchewan Dr.
length = 175m cost = \$32,000

University of Alberta

9. Bike Route from Tunnel to south end of High Level Bridge.
length = 245m
Link to 104th St length = 190m
Cost, including Link = \$30,000

10. Existing Tunnel under 104th St. length = 220m
cost for Bike Route and lighting = \$40,000

Comments - call Edmonton Bicycle Commuters' Society at 433-2453

Old Strathcona