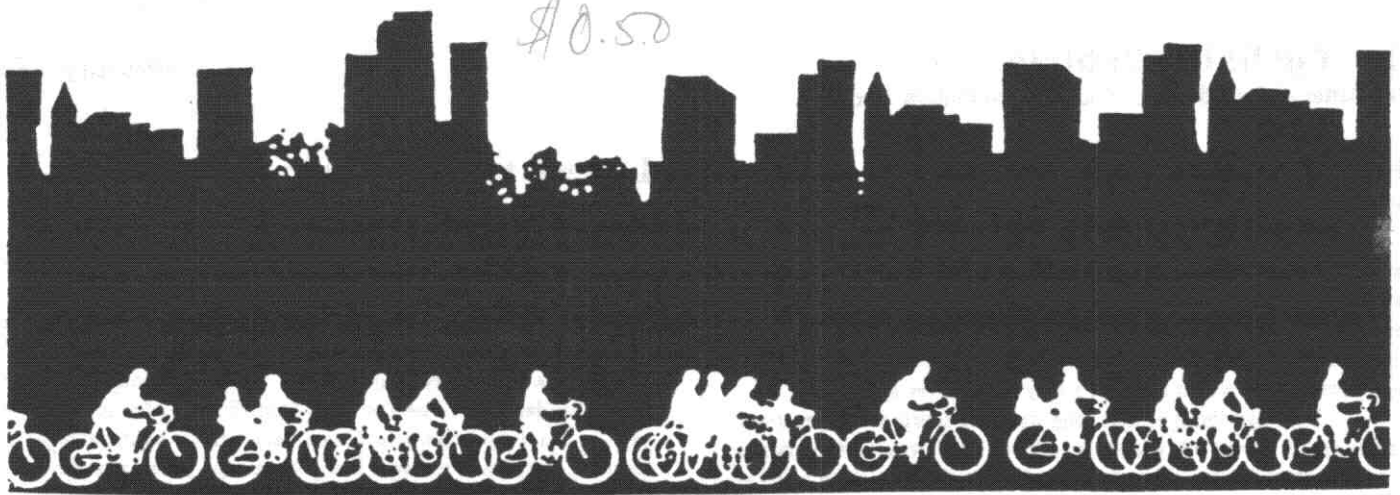


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The Cyclists' Vehicle

Newsletter of the Edmonton Bicycle Commuters' Society

January 1992

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Current Board Members

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Treasurer	Claude DuBois
Secretary	Robert Lewis
Directors at Large	Mohammad Tamim
	Bruce Thorsen
	Josée Ouellette
	Micheal Kalmanovich
	Clayton Sauvé
	Brian Johnston

New Location Considered for EBC

An opportunity has arisen for EBC to move to a new location. We are looking at space in the south end of the *Yardbird Suite* building at 102 St. and 86 Ave. The advantages of such a move are:

- a good location with access to the Farmers' Market and the Fringe
- less dungeon-like washrooms
- more long term security, given that new condominiums are appearing in our present neighbourhood
- concrete floors.

There are some disadvantages however:

- our present location is also good, with access to the University of Alberta
- the rent would be higher
- moving would involve a lot of work.

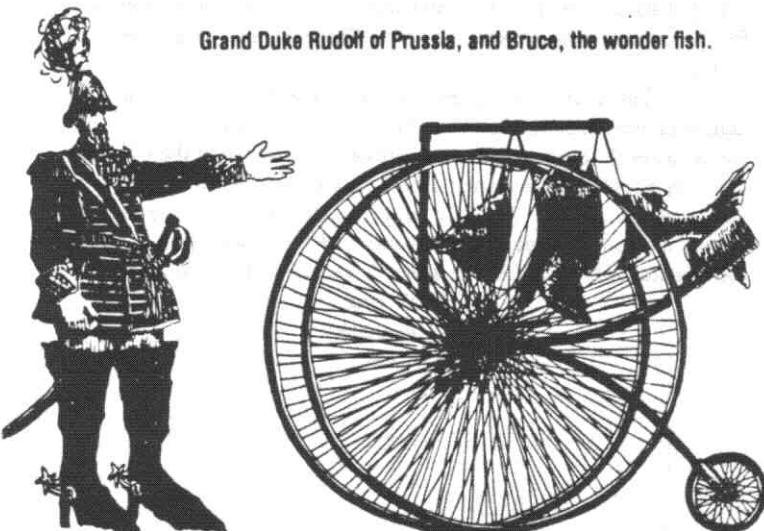
EBC members are encouraged to wander over and look at the potential new location for EBC office and Bikeworks. Then drop in here (the old place) and let us know if you think the move would be a good idea or not.

EBC Socials

Every Friday we have an open house at the EBC office. We hope to get members together and have some fun. We may go skating, to a movie, for a ride, etc. We welcome any of your suggestions and encourage you to bring along friends to introduce to EBC. If you want to know what's up some Friday evening or have an idea for social activities call 433-BIKE.

On Friday the 31st of January Sarah Berger will be at the social to present us with some information on good nutrition for hungry winter cyclists. Some other socials that haven't yet been pinned down on the calendar include presentations about bike use in Bangladesh, another on bike use in Israel and Palestine, and one on bicycling and bilingualism.

Grand Duke Rudolf of Prussia, and Bruce, the wonder fish.



EBC is located at
10701 85th Ave
Edmonton, Alberta
T6E 2K9
phone (403) 433 BIKE

An Inspiring Experience

by Josée Ouellette

I have driven and hiked the mountains many times since I have been in Alberta. (Je viens de la belle province!). Each time I have had an ambiguous feeling of peace and loneliness, mainly because of the majesty of the mountains. However on my most recent trip on my bicycle I felt powerfully connected with the mountainous surroundings, which I saw in a way I had never seen before.

I always thought that long distance touring was reserved for the really powerful, the super athlete, so I was quite nervous when I went on my trip from Banff to Jasper. But I decided to do it anyway. Alone and apprehensive I started pedalling to Jasper. To my amazement and delight I met my challenge. I enjoyed every moment of my journey, the people I met, and the bear! (By the way, bells do not scare bears away.) The whole tour gave me lots of confidence. For a long time I had wanted to take my bicycle and venture into other countries but I never thought I could make it. Now I am looking forward to future trips. I am no longer apprehensive. I believe that by commuting every day consistently since the spring, I gained not only lots of strength but also lots of confidence and motivation for my tour. Now I want to try commuting through the winter to keep on building my strength and to be in shape for touring in France next summer.



Classifieds

WANTED

18-19" light road bike, 12 speed, good condition. Ph: 434-9546
16" boy's bike with coaster brakes. Ph: 461-4246 (evenings)
Adult trike, good condition. Ph: 433-3589 (Prem Singh or Bhajan Kaur)
Rider seat for infant or small child. Ph: 431-1816 (Brian or Jo-Anne)
Touring Companion- Are you interested in touring in France this summer? Hiking and biking, camping and hostelling. My itinerary is not really definite yet. Call Josée Ouellette at 469-3077

STOLEN

Peugeot, 10-speed, dull silver frame, about 10 years old. Ph: 433-3215 (Julian)
Nishiki Kokiak, 21", white, Deore components. Ph: 433-0632 (Paul Ledet)

FOR SALE

23", 12-speed, drop handle bars, toe clips, rear rack. \$60.00
O.B.O. Ph:933-9733 (evenings)
18", Fischer Sphinx transition touring bicycle, curved handlebars, 2 years old, mint condition, \$700 with racks. Ph: 481-8958 (recorder on fourth ring)

Letters to the Editor

Dear Sir/Madame:

This letter is to thank you for your charitable donation to what I consider a worthy cause.

Earlier this week, through my contact with one of your members, Bernie Jacques, I was able to obtain a bicycle free of charge for a young boy who is part of a refugee family that came to Edmonton last year. The family is from El Salvador and spent one year in a refugee camp in Guatemala before being accepted by Canada. They have endured many hardships in the past few years, not the least of which have been coping with one child who is haemophiliac and the loss of virtually all their possessions. They arrived in Canada with only those things which were given to them. They are in the process of rebuilding their lives and I am confident they will succeed, although language difficulties have prevented them from finding full-time employment up to this point. As a result they are as yet on social assistance. They are extremely grateful for anything they receive and consider themselves very fortunate to have come to such a generous country as Canada.

My association with this family is as a volunteer with the Host Program sponsored by Catholic Social Services. Through this program Canadian families are matched with refugee families if they so wish. As volunteers, we try to help these new Canadians get settled in their new homes in whatever way we can.

I thank you and Pedro thanks you. Good luck to Edmonton Bicycle Commuters in your worthwhile work.

Sincerely,
Sylvia Moysa
Edmonton

Dear EBC,

A few comments about the article "Bicycle Lanes; More Thoughts" by Tooker Gomberg.

Mr. Gomberg is quick to point out his belief that bicycle paths should only add to cyclists choices, not reduce them. That may be possible in Alberta, but cyclists in Quebec have no such choice. According to the Quebec highway code, cyclists are forced to use the paths where they are provided, or else risk a fine of up to thirty dollars.

A second point to note: Some of the streets in Montreal that have bike paths, especially those with cars parked next to them, allow cyclists very little room to comfortably manoeuvre on the road. This situation is made more acute as the motorists expect the cyclists to use the paths and hence have very little tolerance for the cyclists who choose the road. Cherrier street is an example of this.

The cyclists of Quebec do not have the choices that Mr. Gomberg write about. The law forces us to use the bicycle paths, and as a result, cyclists have less space to legally ride their bike. I can only conclude that Robert Lewis was correct when he wrote in your summer issue: " Actually bicycle paths are and have always been a method by which governments and the motor vehicle lobby can, figuratively and literally, push bicyclists to the side".

Thank you.
Leslie Lutsky
Montreal

Ben Sauv  Safe Cycling Award

On November 25, 1991 at the Grey Nuns' Hospital Clayton Sauv  and John Collier presented the *Ben Sauv  Safe Cycling Award* for 1991 to the Grey Nuns Bicycle Helmet Coalition for their work in promoting bicycle helmet use. The award is presented annually to the group that does the most to promote safe cycling practice each year.

EBC Team Pulls Together

Braving the arctic climate, the team of five intrepid Yuletide Riders drove their Great Wheeled Bike Rack through the swirling blizzards and howling cheers of adulation of the frozen throngs on Whyte Avenue that fateful Friday night.

Pretty good, eh? On November 29th, EBC entered the 4th Annual Old Strathcona Evening Christmas Parade with a modified version of the wheeled bike rack which, you may recall, made its first public appearance in the Old Strathcona Silly Parade this past summer. It was decked out with flags and coloured lights and pulled by and escorted by bicyclists dressed as environmentally friendly bell-ringing reindeer. This reindeer was impressed by the size and enthusiasm of the crowds who went out to watch the parade. I was also impressed with the generosity of the judges. A plaque for "Best Community Effort" now proudly adorns EBC's wall. We shared this honour with Chinook Theatre.

A good time was had by all, and we went out for supper afterwards. A special thankyou is extended to Linda the reindeer designer, the J team of Jules and Julien, Felicia the rack driver who wishes to remain anonymous, and Brian and Doug who'll show up for anything.

More On Helmets

by Stephen Talman

At a recent advocacy committee meeting about no-fault insurance the speaker suggested that cyclists may soon be finding failure to wear a helmet will be used in court as an example of contributory negligence. Contributory negligence is a civil law concept that allows accident claims to be reduced if it is deemed that an accident victim's actions exacerbated the damages that victim suffered in the accident. Such considerations would arise if, for example, a car passenger who was not wearing a seat belt was injured in a car crash, and suffered more severe injuries than would have been expected had that person been wearing a seatbelt.

At the last Grey Nuns' Helmet Coalition it was mentioned that the committee's chair had been called as an expert witness for a law suit in Calgary. An unhelmeted cyclist had suffered head injuries in a collision with an automobile. It seems that the motorist's insurance company is trying to claim contributory negligence on the part of the cyclist for failure to wear a helmet. This is something to consider as you ponder the merits of helmet use.

I would hope it is a long time before unhelmeted cyclists are found to be negligent. Awareness of the utility of helmets is increasing. However, it is a long way from entering the public psyche. From my sort of casual observation, for every cyclist wearing a correctly fitted helmet there is one person riding with a helmet which is so poorly fitted or secured as to be nearly useless. Is the person who bought a helmet in good faith at a large retail store guilty of contributory negligence if the helmet is dislodged on impact? Are the parents guilty of contributory negligence if their cycling child takes off the helmet a block from school to avoid being the only geek in the class? Probably, at least if it keeps automobile insurance rates down.

The Cold War Continues

The Cities of Edmonton and Yaroslavl (350 km N.E. of Moscow) have entered into a friendly competition. Over the eight day period from January 19 to 26 Edmontonians are encouraged to participate in winter physical activity. Results will be compared with Yaroslavl's. The city posting the most winter active residents will be declared the winner. To have your activity recorded: 1) log your activity, 2) call Ed Tel's Talking Yellow Pages and enter code 5000, 3) indicate the total number of participants, the activity and the total number of minutes. Edmonton's participation will be tallied daily and results will be compared with Yaroslavl's.

Dramatic Violence in Old Strathcona

On the 28th of 29th of December EBC was broken into. Our novice criminals broke the window in the door with a tire iron wrapped in a purple and white dish towel. They made off with our donation jar, which had about \$7.00 in it, and they left the tire iron and the towel (probably worth about \$7.00).

The Constitutional Debate

The Canadian Environmental Network has set up a Constitution and Environment Caucus to lobby the Federal government to institute some sense of environmental responsibility into our new Constitution. The Caucus proposals are at EBC and you are welcome to come and read through them. EBC is on the Caucus mailing list and will be updated on future developments. If you want to get involved, you should contact Nancy Hall, Caucus Consultation Coordinator at the C. E. N. PO Box 1289, Station B, Ottawa, Ont. K1P 5R3; phone (613) 563 2078, fax (613) 563 7236

Provincial Economy Cyclic?

The government of Alberta has sent out a booklet called *Towards 2000 Together*, which is a discussion paper about their economic plans for the province for this decade. Anyone wishing to read this document is welcomed to borrow EBC's copy at the front desk. You can also write to the Economic Planning Committee of Cabinet, Government of Alberta, Room 324, Legislature Building, Edmonton, Alberta, T5K 2B6, or call 1-800-661-7526. The document asks for public input. If you think EBC should put together some kind of proposal together, leave a message on the EBC answering machine and we'll work on it

Time Passes

As a fundraising program EBC will be selling the *1993 Cycle and Recycle Calendars*, both in the office and through retail bookstores and bike shops. To give the retailers an idea of what the '93 calendars will be like, we want to show them last year's calendar. If you don't think you'll keep your '91 *Cycle and Recycle Calendars* until 2002 and don't mind some stranger browsing through your last year's dates and events, please drop it off at the office. Two other calendar notes--There is a 1992 calendar in the middle of the *1991 Cycle and Recycle Calendar* (why, we don't know) so save that when you lend us your calendar. Also, at EBC there are five rather beautiful *1992 Western Canada Endangered Wilderness Calendars*, available for \$8.00 each. If EBC runs out, you can also pick one up from Michael Kalmanovich at Earth's General Store, 10832 82 Ave. (2nd floor)

Computers on Bikes

by Robert Lewis

The University of Alberta computer system (MTS) now has access to the Ethernet system of electronic bulletin boards and mail. On this system is a group called *rec.bikes* which is all about bicycling and bicycles. Postings on the net come from all over the world and cover a wide range of topics and can be very informative (though at times misinformative as well). I have included a section from the permanent file of frequently asked questions (FAQ). Those with accounts on MTS can get on the net by typing in *run *readnews*.

Chains

by Robert Lewis

Lubricating chains is almost a religious issue on Ethernet ('the net'). Some cyclists advocate oil, others Teflon-base lubricants, and others paraffin wax. For those cycling in bad (i.e., wet) weather, chain care, which means chain lubrication, is very important. While chains are not that expensive to replace, a worn and dirty chain will wear chain wheels and sprockets (on free-wheels), so keeping your chain in good shape is important. Jobst Brandt is a frequent contributor to the net and the author of The Bicycle Wheel. The following advice was posted on the net.

Chain Wear and Lubrication

by Jobst Brandt (edited for the CV by R. Lewis)

There seems to be a lot of speculation on what makes chains wear and how to lubricate a chain. There are a number of ways to take care of a chain. Some traditional methods are the most damaging to chain life and others work to prolong life.

Chains don't stretch in the sense that the metal elongates, rather the parts wear. Wear in the pins and sleeves change the length of the chain as the pins fit more loosely. The wear arises primarily from road grit that enters the chain when it is oiled improperly. Grit on the outside of a chain looks bad but it has no effect on the function because it can't get inside to do damage. Only when a dirty chain is oiled does this grit get to the place where it can cause damage. Note that commercial abrasive grinding paste is made of oil and silicon dioxide (sand) and silicon carbide (sand). You couldn't do a better job if you tried to destroy a chain than to oil a road dirt encrusted chain.

Chain Lubrication

Primary rule #1: Never oil a chain on the bike. This means you should clean the grit off the chain before oiling it. Because this is essentially impossible without submerging the chain in a solvent bath (kerosene or commercial solvent), you must take the chain off the bike. The fine grit can only be removed from the interior of the chain in liquid suspension. For example, if you clean a chain with an on bike chain cleaner (e.g., the Vetta or Park chain cleaners) and then clean the same chain in a solvent bath, * you will find that the worst grit stayed in the chain and that there's plenty of it.

Removing the solvent from the chain after the rinse is also important. Compressed air is not readily available in the household nor is a centrifuge. You can go outdoors and sling the chain around. This works best if the chain is a closed loop. You don't have to press the pin completely in for this. The other way is to

evaporate it. You should probably avoid accelerated drying methods (i.e., using heat) because they could be explosive.

For lubrication motor oil is good but motorcycle chain lubes are better because they have volatile solvents that allow good penetration for relatively viscous lubricant. Paraffin is useless because it is not mobile and cannot replenish the bearing surface once it has been displaced.

Chain Life

This is almost entirely a cleanliness and lubrication question rather than a load problem. The effect of load variations is insignificant when compared to the lube and grit effects for bicycles. The primary chains on motorcycles are operated under clean conditions and last years while the exposed rear chains must be replaced often.

The only way to test whether a chain is worn is by measurement. The chain has a half inch pitch and, when new, has a pin at exactly every half inch. As the pins and sleeves wear this spacing increases and becomes damaging to sprockets. When the chain pitch grows over one half percent it is time for a new chain. At one percent chainring damage progresses rapidly. By holding a ruler along the chain on your bike, align an inch mark with a pin and see how far off the mark the pin is at twelve inches. An eighth of an inch (0.125") is the one percent limit while more than a sixteenth is a prudent time to get a new chain.

Skipping Chain

When you put on a new chain, its pitch is exactly one half inch. A sprocket worn by a longer pitch chain pockets in its teeth. These pockets are formed by the rollers of a worn chain as they exit the sprocket under load. Rollers of a new chain with correct pitch exit under no load because the load is transferred to the next roller before disengagement. However, with hooked sprockets the new chain cannot engage under load because the pitch is too small to get over the hook and into the pocket. These differences are only a few thousandths of an inch but that is enough to prevent engagement when the previous roller is in its pocket.

As a chain wears it concentrates more of its load on the last tooth of a sprocket before disengagement because its pitch no longer matches the pitch of the sprocket. This effect sometimes breaks off sprocket teeth. The load concentration on the sprocket also accelerates wear and is another reason to replace a chain at 1/16th inch wear.

Some more tips: Winter is especially hard on chains as it combines lots of water with collected salt and grit. Besides lubricating your chain as outlined above one trick for winter riding is to keep your bike cold. An unheated garage or shed is ideal for this but leaving the bike outside (locked and in a safe place) is also better than regularly bringing your bike into a heated area. Water is only a problem in its liquid form (with one exception) and corrosion is much slower at low temperatures. Keeping your bike cold is also safer (here's the exception) because on taking a warm bike out into the cold, a thin film of ice can form on the bike (as glasses wearers will know about), in particular on the rims, and you may find that your brakes simply won't work.

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* EBC Network has solvent baths which make this job easier

Meeting the Minister

by Doug Barrett

The Alberta Environmental Network had a two hour meeting with the Federal Minister of the Environment, the Honourable Jean Charest, on the morning of January 14th. EBC was represented at the meeting. Because of the limited time and the large number of AEN participants wishing to ask questions of the minister, EBC's presentation involved just a two minute discussion of user-pay programmes for car drivers. M. Charest commented that any action on the federal government's part would probably be viewed by the provincial governments as an act of hostility. He nevertheless agreed to look at our brief and he may get back to us on it.

Several people contributed to the content of the brief; Brian Johnston, Christine Hogg, Mike Kalmanovich, Stephen Talman and I. It's included in this CV issue in its entirety. It was written on very short notice and, although it was presented in your name, there was no real consultation with you, the general membership, beforehand. I am interested in your comments and thoughts on the ideas presented in this brief. You can also write comments to Jean Charest or to Scott Thorkelson, the MP for Edmonton South West. He was present at the meeting and he also received a copy of the brief.

A Brief for The Honourable Jean Charest, Minister of the Environment for the Government of Canada, prepared by the Edmonton Bicycle Commuters' Society

Introduction

Air quality is recognised as an important environmental issue. Over the last few years the government of Canada has made many statements about the need to reduce carbon emissions and about the destructive nature of acid rain. The government has set a

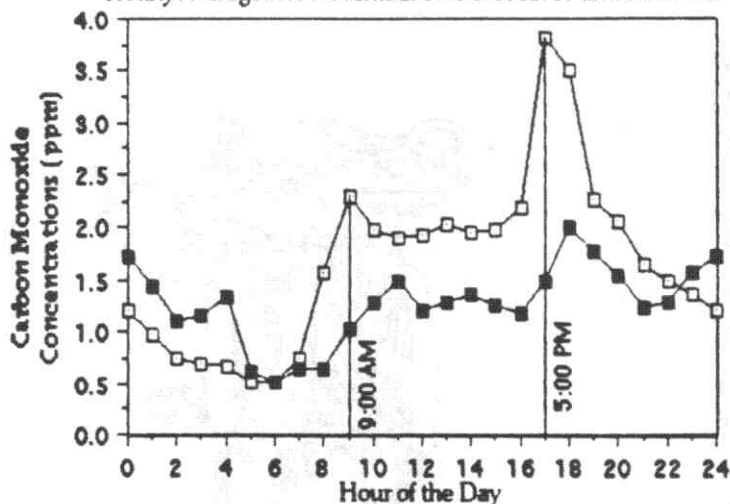
challenge of reducing smog-causing emissions in some urban centres by 40% in this decade. *Canada's Green Plan for a healthy environment* includes a section about smog reduction, and in all the preparatory consultation sessions that lead to that document there was a recognition of the need for improved air quality. On the evening of December 27th and the early morning of December 28th, Edmonton experienced its worst 8 hours of air pollution since records have been kept.

Air quality is tied inextricably to our use of the internal combustion engine for transport. Environment Canada figures for Canada in 1989 show that, of all the pollutants emitted into the air as waste, transportation sources produced 30% of all the carbon dioxide, 42% of all the hydrocarbons, 66% of all the carbon monoxide, 32% of all the lead, 76% of all the benzene, and 64% of all the various oxides of nitrogen. Passenger travel by car accounted for about half of all that. [Shown below] are two graphs of carbon monoxide concentrations on an average November day in Edmonton. One graph is for downtown, and one for a residential area. The weekday morning peaks show when people start their cars to leave the residential area and when they arrive at work downtown and shut off their car engines. The weekday afternoon peaks show when people leave downtown and when they arrive home. On the weekends people get up later, drive a bit less, but stay out later. Other pollutants recorded by Alberta Environment and Environment Canada show a similar relationship between car use and air pollution

Beyond air quality, there are other environmental problems associated with the automobile. Car bodies are difficult to recycle; generally they can only be used for reinforcing steel in concrete construction. Nearly all anti-freeze today ends up washed down storm sewers. There are mountains of tires in landfill sites. Lead and acid from batteries, freon from air conditioners, CFC's from the foam in the seats, all require a safe form of disposal or they poison the environment. On the average, each car uses 1,500

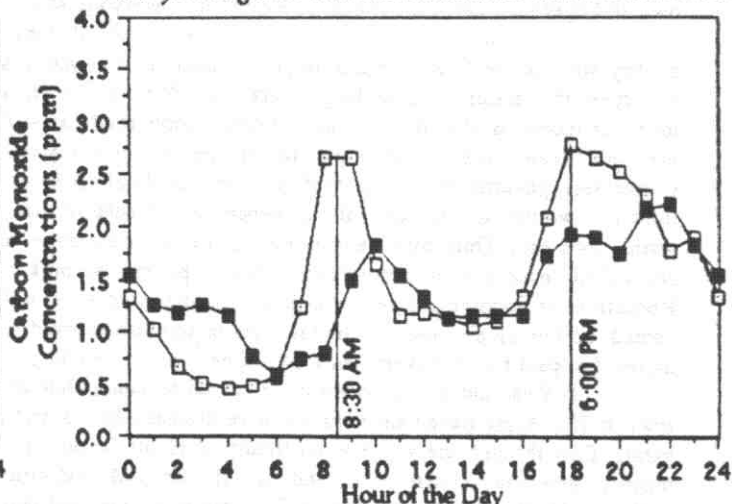
Carbon Monoxide Concentrations Downtown Edmonton

Hourly Averages for November 1991 at 104th St. and 103rd Ave



Carbon Monoxide Concentrations Residential Edmonton

Hourly Averages for November 1991 at 127th St. and 133rd Ave.



—□— Week Days
—■— Week Ends

Source: Alberta Environment

The Cyclists' Vehicle

Newsletter of the Edmonton Bicycle Commuters' Society

Brief continued

litres of oil and 10,000 litres of gasoline before being scrapped. Finding and refining those resources for millions of cars is another demand on the environment.

For passenger transport in the urban environment, an environmentally attractive alternative to the car is the bicycle. Cycling puts no toxins into the air. Bicycles are easy to recycle. The resources required to produce and operate one are insignificant compared to the requirements of a car. Bicycle technology is not high technology; it's not something new that we will have to spend time and effort learning. For children, cycling is the transport of choice. They do it naturally and become good at it until they are re-educated to be drivers. With the advent of the mountain bicycle and new developments in clothing, cycling is a feasible and practical option for urban mobility year round. Bicycle couriers work summer and winter moving mail and parcels in heavily congested downtown and high density areas. The bicycle is used because it is the most efficient mode of transport. Although *Canada's Green Plan for a healthy environment* does not mention cycling, it does recognise the reduction of automobile use as a goal. Encouraging cycle commuting was seen as an important part of our national environmental strategy by those who participated in the public consultations leading up to the publication of *Canada's Green Plan*. In the *Edmonton Consultation Session June 7 & 8, 1990*, in *A Report on The Green Plan Consultations*, and in the *Green Plan Consultation National Wrap-Up Session Workshop Reports*, both released in August of 1990, the recommendations included encouraging bicycle use as a substitute for passenger car use.

There are two parts to the problem of proceeding with this recommendation. With its many environmental and systemic drawbacks, the automobile is still considered an essential part of our lives. Many believe they cannot do without it. On the other hand, despite its obvious advantages, the bicycle is considered a toy of recreational value only. We take the car too seriously and the bicycle not seriously enough. Following are some thoughts on ways to overcome this limiting view.

Reduce Car Use by Cutting Subsidies to Automobile Users

If the assumption is made that everyone is supposed to own and operate a car, then it can be argued that everyone should pay for car facilities. Whether a reasonable observation of things as they were in the fifties, or a triumph of marketing by Detroit's big three, this assumption no longer serves us. Yet we still cling to it. Tax money is allocated for car facilities. People might as well use cars because they have to pay for all the facilities anyway. Conversely, governments at all levels are nervous about taking actions that would raise the cost of car ownership, because so many people own cars. Only by clearly tying car user cost increases to equivalent reductions in other taxes can this pattern be broken. Reductions in income tax or the G.S.T. would probably be welcomed. Following are some of the facilities or services enjoyed by drivers but paid for by governments, out of general tax revenues.

1. Wear and tear on roadways is caused by automobile and truck traffic. More pavement requires more drainage basins and a greater flow through the waste water treatment plants. Road maintenance, new road construction, and run off disposal cost cities millions of dollars that come directly from the provincial and indirectly from the federal treasuries. These expenses could be paid for through a fuel tax, levied by the cities or passed directly on to the municipal governments.

2. Right now a lot of attention is being focused on health care user fees. Fuel tax revenue should supplement provincial

health care budgets, paying for those who receive medical attention because they were injured in automobile accidents. Non-drivers should not have to pay for the carnage caused by others. Health planners in Alberta anticipate a steep increase in the number of sufferers of asthma and other respiratory ailments due to poorer urban air quality. There will be expenses associated with this. Because automobile traffic is the biggest contributor to diminishing urban air quality, drivers should pick up a large share of this expense.

3. Traffic policing and traffic lights and road signs are a significant part of municipal and provincial and federal budgets. Licensing and registration fees do not even cover the cost of the work actually done to license and register a driver and a car. These fees could be raised to cover their own costs, and the cost of policing and of sign and signal maintenance.

4. Some money is spent by the National Research Council to find economically and environmentally sound ways to deal with discarded car tires. A tax on new tires could fund that research instead. Similarly, taxes on the sale of items such as car batteries, freon, and antifreeze, could help pay for their safe disposal, and for research into effective and inexpensive recycling technologies. Some suppliers already offer recycled versions of these products, at higher prices than unrecycled. The recycled products could be tax exempt.

10331 - 82 Avenue
Edmonton, Alberta T6E 1Z9

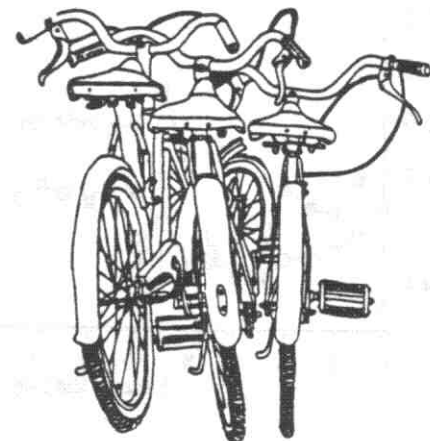
432-7560

Veggies

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Brief continued

5. According to the discussion paper *Environment by Design* published by the Environment Council of Alberta, in a typical urban building an employee is allotted about 19 square metres (including desk space, hallways, washrooms, etc.), but about 30 square metres is allotted for that employee's parking needs (including the parking space, the aisles, and the ramps). In downtown Edmonton the municipal government owns and runs so many parking lots that it is putting its own transit system out of business. Downtown land used for daily car storage cannot be used for any real economic activity. The price of downtown land is high because downtown land is scarce. The expense of having or renting that land is passed on to the consumers of the goods and services available downtown, not to the people who park there. Businesses often pay employees extra for parking, and claim that as a business expense. Property tax laws could be arranged so that so much land is not wasted on car storage. Fees for downtown parking could be made high enough that businesses would be tempted not to pay for parking. Employee parking reimbursements should not be deductible. These savings could be used to make public transit a more attractive transportation alternative.

6. To get large scale fuel production schemes, like the Athabasca Tar Sands or the Hibernia Oilfields, started the federal government often gives tax concessions, tax holidays, and even generous donations, to the developer companies. Whatever the merits of this approach, the fact is that the government is deprived of funds and must make up the difference from general tax revenue. Since passenger car traffic uses such a large share of the fuel resources Canada needs, it seems reasonable that fuel tax revenue could make up an equivalent portion of the government's losses to the developers.

Adopt any or all of these schemes and nothing will

change immediately. People would pay more in car related taxes and less in other taxes, and the net effect would be the same. But then people would have a choice. They wouldn't have to pay for an auto-oriented infrastructure if they weren't using it. When drivers discover the money they can save by not driving, and by driving less, many will choose to save money. And there are good transportation alternatives to the car; public transit and cycling.

Questions for the Minister:

Reducing subsidies to automobile users can help the economy by putting cash in people's pockets, and also help achieve the Federal Government's stated goal of reducing the level of Canada's carbon emissions. When passing funding to Provincial and Municipal governments, could the Federal Government consider some form of incentives to encourage automobile user-pay programmes?

The subsidies discussed above come through all three levels of government. Could the Federal Government look at some form of coordinating effort between the three groups which would allow the subsidies to be reduced without jeopardising the finances of one or another level of government?

Encourage Cycling by Developing an Ideal, Inexpensive, Bicycle Facility

Here is a local example of the bicycle not being taken seriously. A transportation corridor currently exists along 109 Street and over the High Level Bridge. It connects downtown Edmonton with the Old Strathcona residential and business districts, and it goes from the future site of the downtown campus of Grant MacEwan Community College to the University of Alberta. The existing infrastructure includes roads, sidewalks, and rail. The railway has been recently abandoned.

The road (109th St.) is gridlocked with automobiles at rush hour. Capacity can be gained by encouraging bicycle transportation along the corridor, transforming the abandoned rail line into a cycle and pedestrian route. *Canada's Green Plan* has a goal of reducing automobile use. Here is an ideal opportunity. The problem is that city planners and the CPR have not come to terms on the value of the bridge and the rail right-of-way, and for tactical reasons neither side wishes to consider a bicycle trail as reasonable use for the land. In our opinion, this existing transportation corridor should be maintained, with a shift to bicycles and pedestrians, since the CPR is no longer providing rail service.

Today this corridor is heavily used by bicycles, and it can only gain more cyclists when the community college opens in a year or so, even if no cyclist oriented improvements are made. But experience has shown that where a good separate bicycle path facility is provided, the number of cyclists using the route increases greatly. The corridor would also be used by recreational cyclists and bicycle tourists, pedestrians, and those confined to wheel chairs. If 2000 cyclists used the High Level Bridge to commute to work or school, that's 2000 cars that wouldn't have to. That's 1000 cars on each of the two lanes of the bridge. At 6 metres or 20 feet per car, that's a line of traffic six kilometres long that wouldn't have to cross the bridge each morning and each evening. That represents significant savings in the amount of fuel wasted during rush hours, in personal time and expense for individual commuters, and in road and bridge maintenance costs. Increased bicycle commuter traffic might postpone indefinitely the huge expense of expansion and upgrading, or demolition and reconstruction, of 109th St. and the High Level Bridge.

Although cleaning up the air, water and land was cited as an essential environmental imperative in *Canada's Green Plan*, we do not seem to be headed in that direction with respect to the

Brief continued

transportation sector. Canada is abandoning its rail lines in favour of the private-automobile-and-highway system. The provinces of Newfoundland and Prince Edward Island no longer have rail service. In the provinces of British Columbia, Alberta, Saskatchewan, Ontario and Quebec established rail lines are in the process of being abandoned. This shift from rail to private automobile is a shift away from efficient transportation in terms of fuel consumption and land use. For example, surface rail at 35 kilometres per hour can carry approximately 90 times more people per hour per metre of lane width than can automobile traffic with one person per car. The shift to less efficient methods of transportation is clearly contrary to the intent of *Canada's Green Plan*.

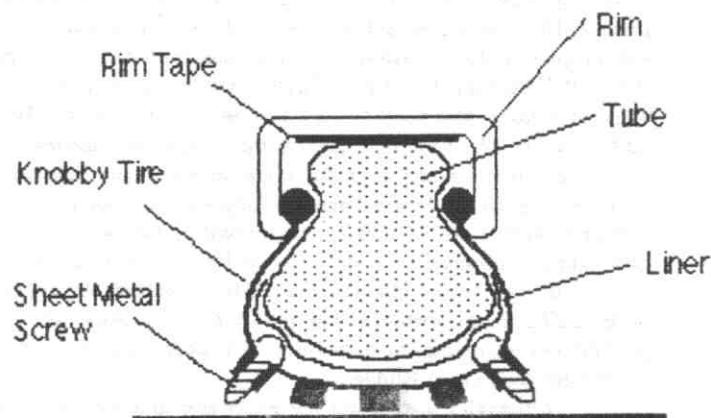
Rails to Trails advocacy groups across North America are trying to promote more efficient modes of transportation along the many abandoned rail lines. A Rails to Trails programme makes good use of an established and paid for right-of-way with generally level grades. Constructing bicycle paths and multi-use trails preserves the integrity of the right-of-way should efficient railway transportation be needed in the future. Conversion from rail line to bicycle path (and back) can be done very economically. Users are attracted to these corridors because they are separate from traffic, and cyclists feel more comfortable riding them. As more people cycle, there is a shift from non-renewable fossil fuel combustion to renewable food as the energy required to move from point A to point B. This is in keeping with the principles of *Canada's Green Plan*.

Questions for the Minister:

The CPR has abandoned several kilometres of railway in the heart of Edmonton which have served as "an integral part of the City's urban transportation network". Are there ways that the Federal Government could encourage the CPR and Edmonton's city planners to put aside their differences and work together to develop this land as a more efficient and less polluting bicycle and pedestrian transportation corridor?

Where rail lines are being abandoned across Canada, can the Federal Government encourage municipal governments to at least examine bicycle and pedestrian trails as a possible use for the no longer used right of ways?

An update: Since the writing of this brief, EBC has learned that there have been some developments in the Rails-to-Trails saga. CPR and the city administrators have made some progress with their negotiations. I have no idea whether this was coincidence or Charest made a phone call.



Some Winter Cycling Musings

by Bruce Thorsen

The ever-intrepid Rocky Mountain Randoneurs are holding their annual Muffaloose Trail Ice Ride '92 on Feb. 29th. The event involves either a 210 km or 120 km ride along the ice road from Fort McMurray to Fort Chipewyan. This is not a conventional race, but a "randoneur style" ride with checkstops every 30 km. The rider must pass through each checkstop before it closes at its specified time, to continue the race. The route passes over 150 km of frozen muskeg before hitting the last 60 km of frozen rivers and lakes. Support vehicles will be located along the route, and overnight accommodations in Fort Chipewyan will be provided. Registration is \$75. In Edmonton, contact Bill vander Meer at (403) 434-2314. In Fort McMurray, contact Bill Donner at (403) 743-1181.

Whether or not you make it to Fort McMurray, it may have crossed your mind to make the move to studded tires during our brisk winter. Well, kids, here's something you can try at home.

You'll need:

-50 (approx.) sheet metal screws for each tire to be studded- #8 by 1/2 inch for mountain bike tires (26 inch)- #8 by 3/8 inch for hybrid tires (700c)

-liner for each tire- an old tire with the beads cut off and cut to fit inside, or an old tube with valve cut out and slit along the inside, or a "Mr. Tuffy" tire liner

-a drill, 1/8 drill bit and Robertson #2 bit (Robertson screws have the square hole).

This is what you do with it:

-Count the knobs and evenly spread out about 25 screws for each side. Usually it works out to about one screw every 3 knobs

-Drill holes, from the outside of the tire, into knobs on the edge (not too far, see the diagram) about every couple of inches. Caution you don't need a million screws in there! It just slows you down.

-Use Robertson bit in the drill to drive the screws into the tire (from the inside, poking out.).

-Put liner inside tire and make sure it covers the screw heads

-Mount tire on the rim (ouch! watch the points!).

-Inflate to maximum pressure. Put the wheel on the bike (mind the points). Spin the wheel and check to make sure that the studs don't catch on anything.

You only need to stud the front tire to keep upright; however, if you stud the back tire as well it's even better. One caveat is that the tires are now only suitable for winter conditions. The difference between one studded front and no studded tires is phenomenal. When the bike is travelling straight ahead the studs shouldn't be hitting the road very hard; otherwise, they will just wear out too soon. Don't worry, when the tire slips just a bit the studs will bite in.

This recipe comes straight from the cookie jar of our own father John. Should you lack any of the above stuff, or require assistance, don't hesitate to head down to Bikeworks for a helping hand and more advice than you could ever need.

