



# the cyclists' vehicle

Spring 1990

newsletter of the  
Edmonton Bicycle Commuters

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## The Edmonton Bicycle Commuters

The EBC was founded in 1980 as a not for profit society to promote the use of bicycles for urban transportation. The mandate of the organization recognizes the damage caused by the internal combustion engine, and proposes increased bicycle use as a solution.

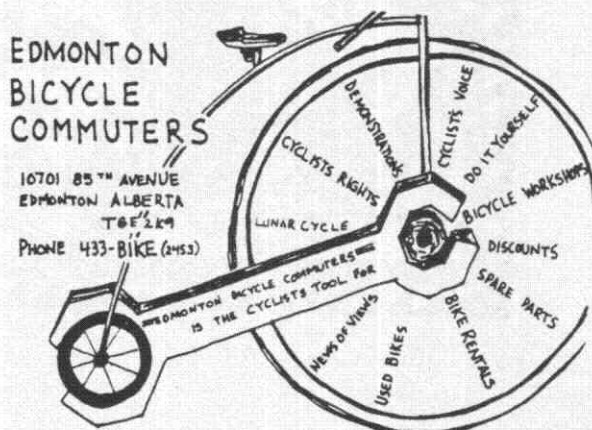
Since its founding, the organization has been busy with many innovative and practical projects. With a membership of over 500, and being run largely by volunteers, the EBC offers members many services, including: Lunar Cycle (City Cycle Fest), Canada's largest bicycle festival; a bicycle registration program to return stolen bikes; Bicycle Works bike repair facility; an information library; bicycle repair and safety courses; a quarterly newsletter, and much more.

The EBC has been an effective advocacy organization, urging local government and institutions to plan for and foster increased bicycle use. The group has also been extremely effective at garnering media attention and empathy, and has successfully used the local media to advance the goals of the organization.

The EBC also keeps in close touch with local, national and international bicycle and environmental organizations. As a member of the international Bicycle Network in Philadelphia, information and ideas are exchanged on a regular basis.

### Special Thanks

Special thanks go out to Mary Allen for all of her energy expended in the last year at EBC. She's taken care of the day to day details such as books, bills, and general management. She's off to China to be in bicycle heaven for the summer, and we wish her happy riding.



## MS 150 BIKE TOUR June 16 & 17, 1990

Be a part of Alberta's first annual MS 150 Bike Tour (June 16 & 17, 1990), which will be a 150 km, non competitive tour/holiday, offering an opportunity to explore Central Alberta countryside and scenic backroads. It will wind through the Leduc, Camrose and Wetaskiwin counties (Hwy 623 there, route 13 and Hwy 2A return), stopping overnight at Camrose Lutheran College. Participants solicit sponsors on a \$/km formula (required minimum raised is \$ 150), with monies going to support multiple sclerosis research and service programmes. The ride is fully supported, with vans carrying luggage and meals. Helmets are mandatory.

Unlike a racing event, the tour provides a scenic and challenging ride for both the experienced cyclist and the energetic novice. It provides amazing prizes, food, accommodation and celebration to those involved.

The MS 150 Bike Tour, a 150 km cycling event, is organized by the Alberta division of the Multiple Sclerosis Society of Canada. Since 1980, this has been the fastest growing special event conducted in the United States, with an estimated \$350,000 to \$950,000 revenue collected per each two day event. There were no less than 90 tours scheduled in the U.S. last year, with an average of \$ 250 pledged per rider (approx. 400 to 4,000 bikers per tour). This year alone, the bike tours will raise approximately \$ 15 million in the United States. The Ontario division established the groundwork for their MS 150 bike tours across Canada in August 1989, attracting 600 riders and raising over \$ 400,000.

For more information, phone Karen @ 471 3313

### Volunteer Call For City Cycle Fest Sarah Jain

Hi! As the new EBCR2TCCFC, I would like to extend a warm invitation to all of you to join us in the celebration of EDMONTON'S CITY CYCLE FEST! And warm it will be, running from May 25 to June 10, so enjoy the prairie sun while laughing, playing games, meeting old and new friends, and profiling BIKES! If you need a tan or have recently had an elbow grazed by a 16 tonne truck, leave a message with me at 433 - 4742, and I shall get back to you. If you are interested in seeing bikes take centre stage in the form of a video or popular theatre, let me know.



## Edmonton Bicycle and Touring Club (EBTC)

The EBTC is a recreational bicycle touring club that was established in 1978. The club is a mix of novice and experienced cyclists from ages of 18 to 65, and offers organized day rides, overnight camping rides, long distance touring, training rides, and evening rambles. EBTC offers these rides in a friendly, non competitive atmosphere. Cycling with a group is more fun! It helps develop skills through the experience of others, and encourages meeting new and interesting people with a common interest.

### Devon Ride on June 9

Meet at the south east corner of West Edmonton Mall (170 St. and 87 Ave.) at 10 A.M. We will cycle to the Devonian Botanical Gardens. Lunch will be in Devon, so bring money or your own lunch. Trip will be about 65 km, and helmets are required. For more information, call Susan Williams @ 436-0621.

### Conference Velo Secur '90

Traffic has increased alarmingly in many countries and cities in recent years. Congestion, air pollution and stress are the results. Being a cyclist has become more difficult and dangerous. For this reason, the seminar theme at this year's conference in Salzburg is titled 'Cyclists and Safety', and will be held May 2 to May 5. Further information, almost all of which is in German, is available from EBC.

## Retired/Seniors - 55 and Better Bike Works Volunteers, Mechanics By Leona M. Lacroix

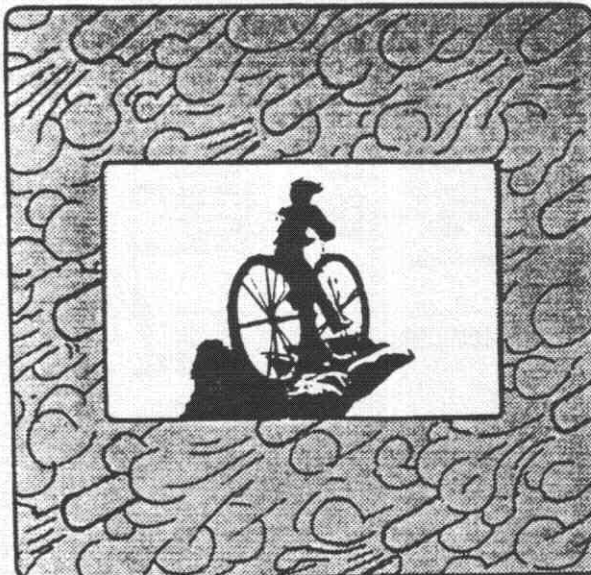
The response to our article in the Winter newsletter is most encouraging. Although we are still in the planning stages, we already have seniors volunteering, giving of their time, talent, and expertise. Some have experience, some are assisting those who are learning. The younger generation of volunteers look forward to have the elders of our community join them in the Bike Works program.

All of us at EBC look forward to hearing from you. There is nothing more satisfying than an interesting, useful, and new part time hobby.



### PRESENTS The Midnight Ride Friday June 8

Go for a two hour scenic ride through the paved bike paths of Edmonton and have a midnight dinner afterwards. This will be a moderately paced tour (not a race), that will originate at Cycle Logic (8207 - 105 St.) at 9:30 P.M. on Friday June 8. Lights and helmets are recommended, and the reward at the end of the trail will be a free dinner (at Chianti's, perhaps, or a barbecue, depending on a host of factors and a factor of hosts). If the dinner is at Chianti's, please tip the waiters, and the drinks will be on your own tab. The maximum number of people will be 75, so sign up at Cycle Logic, or phone them at 433 - 1046.



## AIR SOLUTION

street theatre & slide show

New York • Philadelphia • Washington D.C.  
Boston • Edmonton • Toronto • Ottawa • Montreal

### EDMONTON

Street Theatre: Tuesday, June 5 at 12 noon

Churchill Square

Slide Show: Wednesday, June 6 at 7:30 p.m.

Edmonton Public Library

*The earth is car sick. Acid rain and global warming are both directly linked to our gasoline addiction. Getting around by car is a crazy way to go. Of course, Exxon and G.M. tell you different. Using street theatre and a slide show, the Air Solution Project aims to get people out of the driver's seat, and into shape. The two wheel solution is now more attractive than ever. For the sake of the planet, cyclists need to be heard.*

*Tooker Gomberg, Canadian bicycle advocate, has developed the project and will take it on the road to eight North American cities in May and June of 1990. Local bicycle organizations and environmental groups are encouraged to join in.*

**Some Bits of News**  
Leigh Willard

In Bordeaux, France, the mayor has declared war on pollution, and has started a revolutionary new traffic solution. Within the next ten years, the city hopes to implement a new policy for the city streets. One quarter of all roads are targeted red, and will be for motor traffic. The speed limit will be reduced to 50 km/hr on those roads. Another one quarter of the roads will be designated blue, with a speed limit of 30 km/hr, and will be restricted to delivery vehicles and public transportation. The remaining *one half* of the roads are designated for pedestrians and cyclists, and will be coloured white. Let us hope that Bordeaux's plans serve as the foundation for future planning in our city.

Also of interest was a one day ban on cars in Milan, Italy. People turned to alternate forms of transportation, such as biking (not alternative for us), public transportation, walking, etc., when the city imposed a ban on cars between 9:30 A.M. and 6:30 P.M. one Sunday. The reason for the ban was the alarming carbon monoxide readings recorded in the city, which reached dangerous levels on the Saturday before the ban. City officials say that the ban seemed to go over well, and they may be repeating it if pollution stays at alarming levels.

Has anyone heard of *Rails to Trails*? It has been active in northern New Jersey, U.S.A, trying to grab abandoned right of ways as fast as possible. I believe they have managed to put together some long stretches (30 + km) in western New Jersey, and have managed to get a series of strip parks set aside across Essex county, a very densely populated area. I would like to see something like this happen in Edmonton.

**UNITED**Cycle



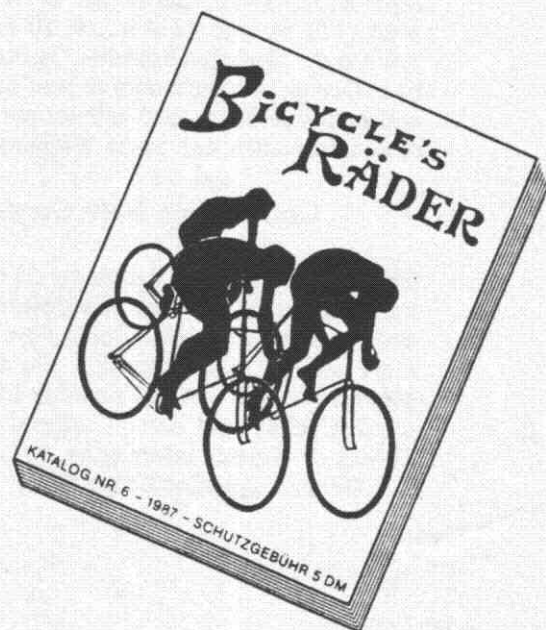
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MON	TUE	WED	THU	FRI	SAT	SUN
<b>may</b>						
Muddy Ladies Mountain Bike Race + Beer Garden (Gardner Park)				Festival Kickoff / Media Event (Downtown)	Tour de Trails Public Ride	Mountain Bike Seminar + Ride (Southside)
21	22	23	24	25	26	27
	Bicycle Computer Maintenance Clinic (EBC) (Kinsmen Park)	National Bike to Work Day / Pancake Breakfast (Downtown)	Bicycles and City Transit: M. Replique Media Day	<b>june</b> Bikes Not Bombs: M. Replique + Tools for Peace BMX Show	Tour of St. Albert EBC in the Gazette (Strathcona)	Clean Air Day / Birthdays Bike Decorating - Parade Environmental Picnic (11th Ave. + Rundle)
28	29	30	31	1	2	3
	Bicycle Computer Maintenance Clinic (EBC) (Kinsmen Park)	Pollution Solution Show (Downtown) Edmonton Cth. School Board Safety Clinic + Ride (10-12 yrs)	Muddy Ladies Trail Ride	Cycle-Logic Full Moon Ride	EBTC Country Road Ride Celebration of Environmental Day (Strathcona)	Two Wheel Resource Luncheon Criterion Race EBC Open House / Festival Wrapup
4	5	6	7	8	9	10

**CITY CYCLE-FEST**  
**1990**



## ADVOCACY COMMITTEE REPORT

John Collier

The Advocacy committee has two subcommittees working on:

- 1). Developing and implementing amendments to the Land Use Bylaw 5996, which would require quality bicycle parking facilities in all new developments in Edmonton.
- 2). Developing and implementing a more effective "marriage" between transit and bicycles.

I'm afraid that I'm going to explode a few myths about "City Hall", as the reception so far has been polite, positive, and encouraging. As a matter of fact, sometimes it seems like the people we're meeting are the bicycle radicals, not us! The Transportation Department has been particularly helpful in giving us advice, and is actually writing portions of the bylaw itself.

The Mayor's office has indicated that they will be interested in having the Mayor submit the bylaw amendments to council herself, after we have finished a final draft, and have run it through the appropriate city departments. We want to make sure that it is a polished document.

The Transit Department has agreed to install a bicycle rack at a major transit hub of our choice. This is on a trial basis, as they're concerned with problems of vandalism. Also, the Transit Department is looking at installing bicycle racks on the 123 Discovery Route buses over the summer, though again on a trial basis. We'll let you know if it comes through, and let's all use it. Finally we have prodded them into investigating the possibility of allowing bicycles on the LRT during non peak hours.

Wow! Exciting stuff or what? I'm having a great time, so come and join us and we'll get even more done. The Advocacy committee meets on the first Sunday of every month at 7:30 PM at EBC.



## Car Wars Angela Bischoff

Toronto is one of the few cities in the world with well developed policies for transportation energy conservation based on land use strategies. They have also recently "declared a war" on the automobile, and plan to reduce auto dependency through disincentives, increase public transit through incentives, and make Toronto the bicycle capital of North America by the year 2000. (Six Toronto city councillors ride their bikes to work. Where there's a political will, there's a way!)



## Author and Expert Visits Edmonton

Michael Replogle of Washington D.C. will grace City Cycle Fest with two evenings of enlightened discussion. He is the President and founder of the Institute for Transportation and Development Policy, and author of Bicycles and Public Transportation. He is also co-founder of Bikes Not Bombs. Both ITDP and BNB are non-profit organizations taking major concrete steps to promote sensible transportation, social justice, and a better environment through direct aid and policy change.

Michael Replogle will speak on May 31 and June 1. He is a dynamic speaker with a wealth of knowledge. See City Cycle Fest posters and fliers for details.

## Transportation and the EcoCity

Angela Bischoff

On March 28 - April 1, Tooker and I attended the first International EcoCities Conference in Berkeley, California. A prominent thread running throughout the conference was the concern of transportation.

Today, 75% of the population of North America live in cities. By the turn of the century, over half of the planet's population will be living in cities. Cities can be exciting, flourishing centres of cultural and economic exchange. But it is clear that continued expansion of sprawled suburban development, and our dependence on the automobile must be reversed. Cities are choking the planet.

The alternative is the 'ecoCity'; and ecologically inspired city that is sparing in its use of energy, land, and resources, and comforting to the human spirit.

Dependence on petroleum is a threat to urban communities, international security and global survival. The system of land use is fundamental in determining how much people use a car. Gasoline consumption can vary up to 40% in North American cities due to land use and transportation planning. The ecoCity would develop more intensive land use, concentrating housing and mixed development within existing city limits rather than creating suburban sprawl. The more intensive the land use, the shorter the distance travelled, the greater the availability of public transportation, the greater the amount of biking and walking, and hence the less need for a car. Toronto has successfully implemented such a strategy.

There are other solutions at work around the world. Suggested automobile disincentives include the establishment of a gas tax. Oregon has instituted such a tax - 1 cent per gallon all of which is committed to bicycle facilities. How about a pollution or carbon tax to be added to fuel cost to (at least superficially) cover the cost of the environmental damage wreaked by the combustion of petrol. "Polluter pay!" would be the buzz word here.

Another auto disincentive would be to eliminate auto subsidies incurred through parking, road maintenance, land costs, health care costs, etc.. For example, parking costs should reflect the true cost of the stall, including instalment, maintenance, land, etc.. This would mean charging up to 500% more for parking. In most of the world, especially Europe and Japan, auto owners pay a truer reflection of the costs of car travel through automobile taxes - it is very expensive to own a car in these countries, and hence they are less car dependent and less polluting.

Automobile dependence also discourages people - friendly neighbourhoods, and integral element in the ecoCity. Cities planned for people would include provision for various forms of transportation such as rail, transit, van pools, bicycles, and pedestrian ways. In Bordeaux, France, 1/2 of the streets are being converted for bikes and pedestrians only, leaving the 1/4 for cars, and 1/4 for public transit. Such schemes provide for greater equity since they support disadvantaged people such as children, the elderly, the poor and handicapped, those who can't use cars.

What is common in many European cities and recently instituted in Berkeley, are "slow streets" with speedbumps, boulders and trees in the middle of intersections to decrease auto speed.

Another suggestion brought forward at the conference was a moratorium on all new road developments, since new roads merely allow for more cars and more pollution. New roads destroy more land and greenery, and allow for continued urban sprawl. We need to work with existing road structures and encourage alternatives to the private automobile.

Such alternative do exist. An innovative program sweeping North America is Rails to Trails, whereby unused or abandon railway lines are converted to bike and pedestrian ways. These serve to promote fitness, encourage safe alternate transportation, provide green and open space, protect rail corridors from being lost forever, encourage outdoor recreation, and increase tourism.

Public transportation incentives would include more comfort, increased frequency of service, and increased cost subsidy.

Bicycle incentives would include improved facilities such as extensive networks of routes, secure parking, and lockers and showers at the workplace. Bicycle racks should be provided on buses, and bikes should be allowed on rail and air transport systems. Loaner bikes should be available throughout the city, as they are in Milan, Italy, and cyclists should be reimbursed for travel costs from their employers.

We have answers to lessening our auto dependence, thereby allowing for cleaner, safer, and healthier cities. The ecoCity envisions a city built on principles of social justice and ecological revitalization, where people interact with each other and their environment. This is the challenge for the environmental agenda of the 90's.



## **Ride a Bicycle? Why Bother?** **Tooker Gomberg, Angela Bischoff**

We have a vision of a city where bicycles are welcome and cyclists are applauded. The bicycle is a great means of transportation.

**Bicycles Don't Pollute:** Air and noise pollution are a real and growing problem. For every bicycle pedalled in place of a car, the environment breathes a sigh of relief.

Cars are major polluters. They contribute their own weight in carbon each year to the greenhouse effect. Particulates, unburnt hydrocarbons, nitrous oxides, asbestos, dioxins and more come pouring out of the tailpipe. In fact, cars are the major source of pollution on the planet today, causing over 50% of the air pollution in Canada alone.

Bikes, on the other hand, are pollution free.

**Bicycles Don't Burn Fossil Fuels:** Cars and buses use non renewable forms of energy which took millions of years to produce, and are in short supply. We know that the burning of fossil fuels is the major contributor to the greenhouse effect and to acid rain. And we know that as long as we continue to demand high quantities of such fuels, disasters such as the Valdez spill will be repeated.

On the other hand, cycling uses renewable fuel: food!

**Bicycles Save Money:** Riding a bike instead of driving a car would save you up to \$5000 each year. Bicycle repair cost a few, not hundreds of dollars, and there's no cost for gas, insurance, parking, etc. Every taxpayer subsidizes car drivers by paying for road maintenance, parking facilities, and medical expenses. The city as a whole would save money by building bicycle facilities and encouraging bicycle use. Why not take one year's city transportation budget to build a "Cadillac" network of bicycle routes?

**Bicycling Improves Health:** Regular exercise gives people more vigour, increased resistance to disease, additional energy and better weight control. Exercise is also associated with greater alertness, a sound night's sleep, and an improved ability to cope with stress. Cycling is one of the simplest and healthiest forms of exercise, because it builds muscle strength, and is an endurance activity that builds up the heart muscles and the capacity of the lung and blood vessels.

If you commute by bicycle rather than driving a car, you get your daily exercise without having to set aside valuable time to exercise in the gym.

**Bicycling is Fun!:** Cycling allows the cyclist to feel a greater affinity with the environment, and to acquire a sense of accomplishment. And cycling is great fun - we call it "cyclo - therapy".

**Improving Social Awareness:** Cycling means that we not only improve our own well being, but we are helping to improve the overall environment as well. The cyclist is more and more perceived as a responsible citizen, acting constructively to improve the quality of life in her/his neighbourhood. The cyclist also helps make the city a safer place to be. Riding a bike is a great way to be true to the adage: "Think Globally, Act Locally".

## **Petition for Routes**

Inspired by Earth Day '90, there is now a petition circulating around town and at the EBC office which reads like this:

### **Petition for a Bicycle Network in Edmonton**

We recognize that the private automobile is a major polluter on our planet, contributing to air and noise pollution, global warming, acid rain, resource depletion, and more.

We celebrate the humble bicycle as part of the solution to curbing our dependence on automobiles. Bicycles are simple, inexpensive, healthy, resource and space conserving, fun, and they don't pollute our air!!

We the undersigned call on Edmonton's City Council to immediately complete a safe and direct network of bicycle routes throughout our city to encourage increasing bicycle usage and safety, thereby decreasing car usage.

Drop by the office and sign it! Or sign it at any City Cycle Fest or Earth Day event.

Angela Bischoff 429 - 0766

**AIR SOLUTION**  
A Slide Show and Street Theatre  
Tooker Gomberg

May 1 - 20: 5428 de l'Esplanade  
Montreal, Quebec H2T 2Z7  
(514) 273 - 5537

In Town: 55 Sundance Co-op  
Edmonton, Alberta T5H 4B4  
(403) 429 - 0766

Cars are a major contributor to acid rain, global warming, and countless other environmental problems. Yet the damage they do to our health and the health of the environment is often overlooked. Even many environmentalists drive their cars, blithely unaware or unconcerned with the destruction that they cause.

Cars contribute 40% of the world's nitrogen oxides. They contribute 70% of the globe's man made carbon monoxide. One quarter of North America's production of carbon dioxide comes from motor vehicle tailpipes. The car is at war with the planet.

With acidification and global warming being such urgent problems, one might expect that alternatives to cars would take centre stage. Simple, inexpensive, immediate solutions would, in a perfect world, command quick consideration.

One such solution sits in the garage, next to the petrol pig - the humble bicycle.

**Project Goal:** This project aims to emphasize the opportunities the bicycle affords as an "air pollution solution", and to encourage citizens to give cycling a whirl.

The target audience is the person concerned about the environment, who wants to "do something", but who might never have realized the damage that cars do.

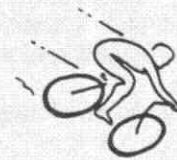
**Street Theatre:** The street theatre will be used to dramatize for the local media, the damage that cars do to the urban environment. Mock "pollution tickets" will be issued by participants wearing uniforms. Tickets will be in the form of a traffic ticket, and outline the infractions that cars break of environmental "laws". The bicycle will be suggested as an alternative to the private car, along with details of it's environmental friendliness. The addresses of the local bicycle organization and Congress members will be included. The street theatre will also serve to promote the slide show.

Local media will be informed in advance via media releases and phone calls. The event will be done in the spirit of theatre, fun, and education.

**The Slide Show:** The slide show will be a "vehicle" to show, using visuals and sound, the damage that cars do to our cities, our bodies, and our planet. It will aim to get people to take direct action - to get out of the driver's seat, and on to a bike, even if only on an occasional basis. Members of environmental and bicycle organizations will be invited to attend, and Public Service Announcements will be sent to the local media.

**Details:** The slide show and preparations for the road show are expected to be completed by mid April, 1990. Eight Cities will then be visited, including: Montreal, New York, Boston, Philadelphia, Washington D.C., Edmonton, Toronto and perhaps Ottawa. All visits should be completed by the end of June, 1990.

This Project is sponsored by the Edmonton Bicycle Commuters (EBC) and funded by Environment Canada via the Canadian Environmental Network.



### Have Helmet, Will Travel

If it's important to you that cyclists make an impression this summer on our city government, city planners, and public, then show up at the upcoming advocacy events:

- |        |  |
|--------|--|
| May 25 | The Bike Commuter Challenge, 4 P.M.<br>Centennial Plaza<br>Challenge car commuters to ride a bike instead. Celebrity ride.<br>City Cycle Fest event. |
| June 4 | Air Solution, Noon<br>Churchill Square<br>Street theatre.<br>City Cycle Fest event.  |

Cyclists Unite!



## SalvAide Walk (Bike) - a - Thon

It's that time of year again - when Canadians across the country prepare to walk, bike, jog, etc. to show their active support for the people of El Salvador. SalvAide is hosting its fourth annual Walk-a-Thon. Here in Edmonton, we are inviting you to join us on Saturday June second at 9:30 A.M. in the Mill Creek Ravine Park (82 Ave. and 96 St.). At the end of the beautiful 10 km route, you can enjoy music, cultural dancing, and delicious Salvadorean food.

The Walk-a-Thon has been a major fund raiser for SalvAide. Of the quarter million dollars raised nationally last year, over \$30,000 was generated by the Walk-a-Thon. This money is used to fund various self help projects initiated by the recipient communities in El Salvador.

Since its inception in 1985, SalvAide has supported such projects as buying corn for planting in Las Vueltas, providing tools for making shoes, clothing, and hammocks in Santa Marta, and supporting housing and food projects in Araneras. Because these projects have been designed and implemented by the communities themselves, they've produced concrete improvements in the lives of the people.

1990 has been declared International Year of Literacy, and education is an area of focus for SalvAide, so the Edmonton Committee has chosen "Books, not Bombs" as a theme. Illiteracy in El Salvador runs from 65% in urban areas up to 90% in some rural areas. Of 100 school age children, only 45 will attend school, and only 10 will complete sixth grade. Over 2000 schools have been partially or completely closed since the war began. Many communities simply don't have schools, teachers, or materials.

It is estimated that in rural El Salvador, less than \$100 will educate a student for a year. A campesino in one village said, "If we can read, we can read our history. If we can write, we can write our own future." SalvAide is proud of its concrete and successful work, and as a registered, charitable organization, looks forward to continuing its support for the people of El Salvador. By joining us on June 2, you'll be helping someone learn something wonderful: how to read and write.

For more information, please call 469 - 8041.

## New Club to Bring Together U.S. & Soviet Bicyclists

"Velostroika": restructuring by cycle...; a celebration of pedals and perestroika in both the U.S. and U.S.S.R.. That's the idea behind the tours of the newly formed Velostroika Bicycle Club (VBC).

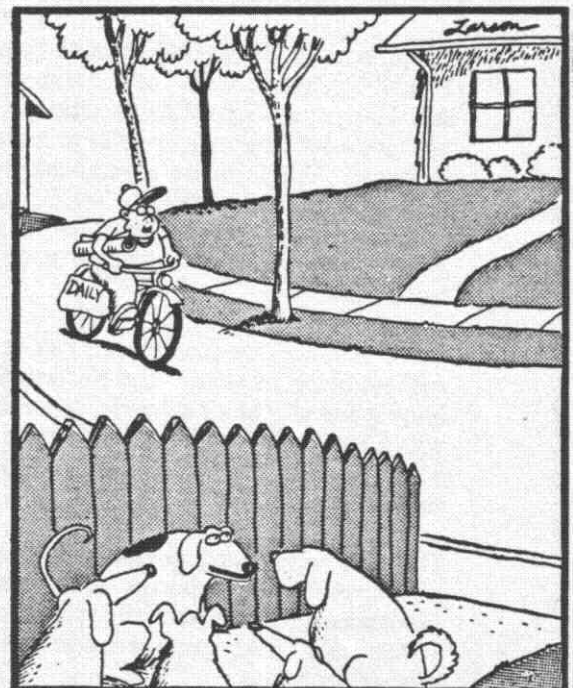
The club will facilitate a number of U.S. - Soviet bicycling exchanges, working closely with the Philadelphia - Leningrad and other Sister City projects. In the spring, VBC will host Alex & Irena Vladimirov, two members of the Leningrad Bicycle Club, who will visit Philadelphia for several weeks in May. A tour of Leningrad and the Baltics has been tentatively scheduled for August 1990.

"We're betting on perestroika", says John Dowlin, VBC's director, "and what better place to celebrate it than the Baltics, especially Lithuania, where the reach of Gorbachev's logic - and the Soviet constitution! - can be felt and experienced first hand."

In Siauliai, Lithuania, the bicycling capital of the Soviet Union, VBC intends to donate a rugged all terrain bicycle to the appropriate city official for the rugged months and roads ahead.

For details on VBC membership, tours and future exchanges, send a stamped, self addressed envelope to:

VBC, P.O. Box 7293, Philadelphia, PA 19101 USA.



"OK, this time Rex and Zeke will be the wolves, Fifi and Muffin will be the coyotes, and . . . listen! . . . Here comes the deer!"

## **Worldwatch Paper Declares Need For Pro-Bicycle Policies in All Nations** Pro Bike News Nov. '89

Developed and developing countries need to rethink their transportation policies and put more emphasis on bicycle use, according to Worldwatch Paper 90, *The Bicycle: Vehicle for a Small Planet*, by Marcia Lowe.

Published by the Worldwatch Institute, the Washington, D.C. based research organization, the 62 page booklet reports that urban air pollution, acid rain, and global climate change demonstrate the need for an alternative to auto-centered transportation.

Lowe writes that the bicycle is an ideal vehicle for developing countries, where the vast majority of the population cannot afford a car and whose governments can't or won't provide public transportation.

Already, more people worldwide depend on the bicycle for private transportation than any other vehicle. But too often, she says, developing countries have imported a motorized mindset, resulting in discriminatory actions such as that of Jakarta, Indonesia, where the government dumped some 100,000 pedicabs into the sea.

Such discrimination occurs in varying degrees in much of the developing world. "The tragedy is that human powered vehicles are the source of livelihood for millions of people, and often their only way to reach jobs, schools, markets, and vital social services", Lowe reports.

There is hope. in a world seduced by automobiles, several "cycling societies" have embraced the bicycle, states the paper. Some Chinese cities pay workers an allowance for commuting by bike to relieve crowding on buses. The Japanese government funds bicycle parking at transit stations. Traffic jams and air pollution have spurred authorities in Switzerland, West Germany, and Austria to encourage more bicycle use.

Lowe believes that governments can be pro-bicycle without being anti-car. "The Netherlands, the most bicycle-friendly of all industrial countries has, along with a high level of public transit service-the Western world's highest densities of both cycleways and cars." she explained.

The paper recommends governments improve roads to give cyclists and motorists equal access to their destinations, provide secure bicycle parking at transit stations, and make auto users bear more of the full costs of driving.

Removing hidden benefits, such as subsidized parking, and revising tax structures to reflect road investments and pollution costs would treat petroleum, clean air, and land as the scarce goods that they have become.

The paper also contains charts showing bicycle production and use in several countries, the percent of daily trips by bike in several major cities, and related statistics.

### **Excerpt from a letter to Ralph Klein regarding long range planning for Alberta.**

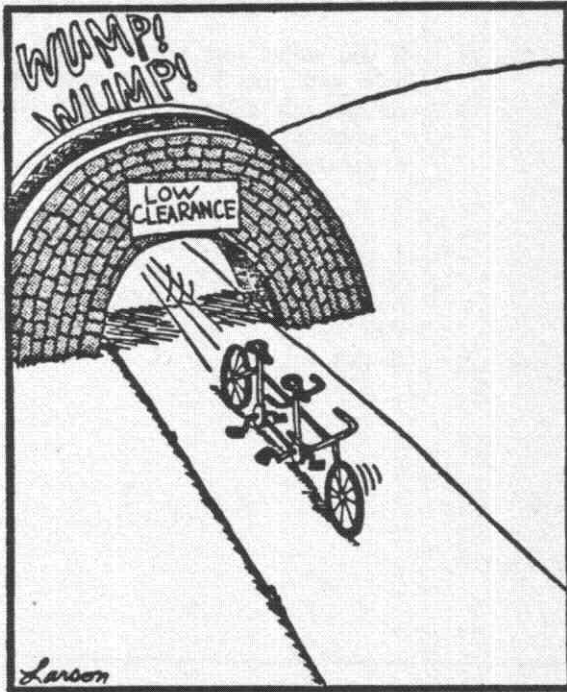
**By Jack Grainge.**

As Edmonton's and Calgary's populations increase, the pollution caught by their temperature inversions will become increasingly dangerous. Also, Albertans are contributing much more than their share to the world's greenhouse effect, the Arctic haze, and the polar holes in the stratospheric ozone layer. Resolutions passed at all air pollution control conferences state that the growth in the use of automobiles must be curtailed.

Your department might study the innovative measures being taken by some of the forward looking American and West European cities. Rather than the Government subsidizing parking for cars of civil servants, it could promote the benefits of people commuting by walking, jogging, bicycling, or using public transport. You could install employee showers and change rooms. Also, you could replace subsidized parking with allowances for either commuting or inner city living.

While bicycle commuting on paved shoulders of Alberta highways is ideal, Edmonton's and Calgary's bicycle commuting policies are becoming out of date. Your department could help these cities make bicycle commuting commonplace. For example, by encouraging police forces to require bicyclists to be more visible to motorists and pedestrians, you could improve bicyclist's public image. Taxpayers might then be amenable to the widening of the outer driving lanes of arterial roads to make room for bicyclists. Otherwise, as is the case with other large cities, Edmonton and Calgary will become death traps for bicycle messengers and commuters.





# SALVAIDE

4th annual

# WALK-A-THON

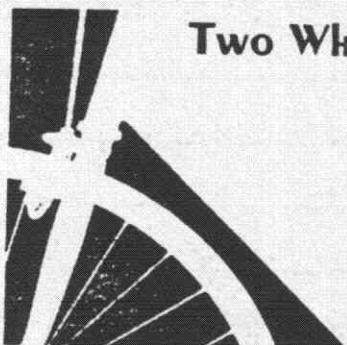
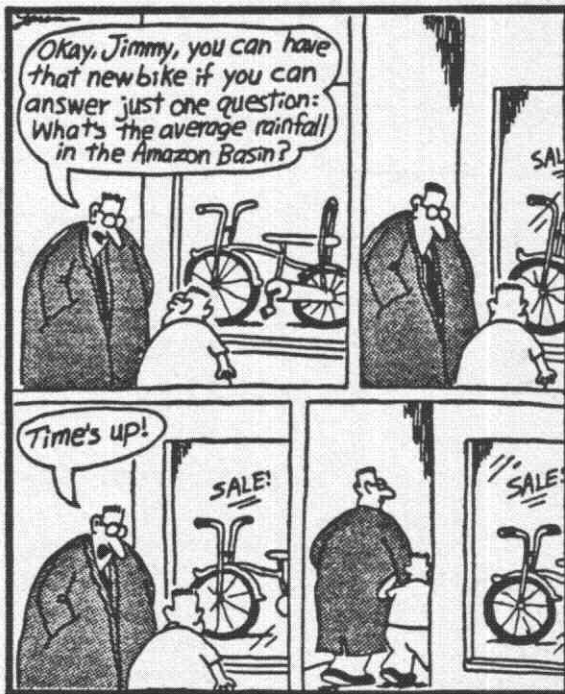
for

# EL SALVADOR

WALK  
BIKE  
JOG

**9:30am, SATURDAY JUNE 2**  
**10 KILOMETRES**  
**MILL CREEK RAVINE PARK**  
 (82 Avenue and 96 Street)  
**SALVADOREAN MUSIC, FOOD, DANCERS,**  
**FACE PAINTING**

Proceeds to Literacy Projects in El Salvador  
**For more information 469-8041**



**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

**BOARD OF DIRECTORS****EBC ADDRESS****UPCOMING NEWSLETTERS**

President Stephen Talman  
 Vice President open  
 Registry open  
 Membership Andy Hengst  
 Newsletter Glen Fitzpatrick  
 Advocacy Tooker Gomberg  
 Bike Works open  
 -- Angela Bischoff  
 -- Jim Stewart  
 Secretary open

The offices of the Edmonton Bicycle Commuters are located at:  
 10701 - 85 Avenue  
 EDMONTON, AB T6E 2K9  
 (403)433-BIKE(2453)

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

**EBC OFFICE HOURS**

Monday - Saturday 12 - 4pm  
 (volunteer time is limited... please call before travelling to see us)

**THE BUILDING**

We may have found a new home! The board is currently negotiating with the Garneau Community League for space in their building. Stay tuned!

**BIKE WORKS HOURS**

Bike Works is open Saturdays from 1:00 to 3:30 and Tuesday nights from 7:00 to 9:30pm.

**BICYCLE REGISTRATION**

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

Meetings of the Board are held on the last Monday of each month at 7:00pm.

**Edmonton Bicycle Commuters Membership Form**

please print clearly

Surname \_\_\_\_\_ First Name(s) \_\_\_\_\_

Address \_\_\_\_\_  
 \_\_\_\_\_

City/Province \_\_\_\_\_ Postal Code \_\_\_\_\_

Home phone \_\_\_\_\_ Work phone \_\_\_\_\_ Age \_\_\_\_\_

May we pass-on your name to other groups?  Yes  No

Please describe yourself as a cyclist:

- Commuter
- Utilitarian
- Messenger
- Recreation
- Touring
- Racing

**ANNUAL MEMBERSHIP OPTIONS****WHAT I LIKE ABOUT E.B.C.****(FOR OFFICE USE)**

- new  renewal
- address has changed
- \$10 student/low income
- \$15 individual
- \$20 dual (one newsletter)
- \$50 supporting member
- Total amount enclosed \$ \_\_\_\_\_

- Newsletter
- Discounts at Bikesshops
- Bike Repair Area
- Information Resource
- Help Promote Cycling
- Other \_\_\_\_\_

- M'card \_\_\_\_\_
- welcome letter
- first newsletter issue \_\_\_\_\_
- entered M'list

WE COULD USE YOUR HELP. Please check boxes or call 433-2453. HERE ARE MY CONCERNS, IDEAS:

- Advocacy
  - Artwork, Graphics
  - Bike Maintenance
  - Clerical/Computer
  - Coordinate Events
  - Membership
  - Newsletter Production
  - Postering, Deliveries
  - Safety, Training
  - Table sitting at events
  - Writing articles
  - Other \_\_\_\_\_
- I can spare about \_\_\_\_\_ hours per month.

Make cheque payable to The Edmonton Bicycle Commuters, Box 1819, EDMONTON AB, T5J 2P2  
 or drop by at 10701 - 85 Ave. EDMONTON. 433-BIKE