



THE CYCLISTS' VEHICLE



Newsletter of the Edmonton Bicycle Commuters' Society

October, 1993

Changing Seasons

Well, another hectic summer season is behind us. A hearty thanks to our hard working and underpaid summer staff; which included Aristotles Bonilla, Carole Knowles, Marissa Kochanski, and Rick Olenyk; and the many dedicated volunteers who kept EBC moving forward with its various programs and projects. Once again EBC was involved with bicycle parking at the summer festivals, a raffle and the Bike-to-Work breakfast, which Marissa headed up. Aristotles and Rick got the old clunkers up and running on a daily basis and kept the BikeWorks area shipshape. Carole kept the communication lines humming with her work on the newsletter and advocacy issues. One would hardly recognize EBC now with its fresh coat of white paint and yellow trim and door! Many thanks to Richard Ruman.

*From
the
President*

by Brian Johnston

We are back to autumn office hours, and there is still lots of activity. I believe there is a tremendous opportunity for the cycling community to help solve some major transportation congestion problems in a cost effective manner. On the advocacy front is the continuing saga of Keillor Road. What we need is a continuous route from the west end to the university via Keillor Road. The access link from Laurier Drive should be

completed shortly. McKinnon Ravine needs to be cleared during the winter. The route to the university from east Riverbend also needs clearing and the barricade removed from the road which ends just past Fox Farm. The dirt path stretch east of Campbell Bridge to Keillor Road needs to be paved. These sections also require clearing during the winter months. The proposed bicycle/pedestrian bridge from Buena Vista Park to Hawrelak park would also considerably shorten the route from the west end to the university. City Council will vote October 18th on the fate of Keillor Road.

Currently, the High Level Bridge carries approximately 2000 cyclists per day and 400 during the peak hour. It is my understanding that if 400 cyclists came to the university area from the west end and Riverbend rather than cars travelling via 114th St., during the peak hours, then this would reduce the 114th St. traffic jams at those times. An additional number of bicycle racks would be required at the university to accommodate the bicycle increase.

Other issues include the Transportation Master Plan, Bicycle Advisory Board, Rails to Trails and more!

In closing I invite you to participate in the Commuter Challenge on October 28th and attend what should be a stimulating AGM on November 7th!

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Office Hours

10701-85 Ave.
Edmonton, Alberta T6E 2K9
(403) 433-BIKE (2453)
FAX 444-0495

BikeWorks Hours: Wednesdays
from 6 PM to 8 PM. Saturday
afternoons from 12:30 PM to 4 PM.

ANNUAL GENERAL MEETING ANNOUNCEMENT

**Sunday, November 7, 1993
2:30 PM**

**Presentations at 3 PM
Pizza at 5:30 PM
AGM at 6:30 PM**

**Party Room !!
University Boston Pizza
10854 - 82 Avenue**

**\$5.00
See AGM article inside for
details.**





Commuter Challenge

The annual Commuter Challenge is set for October 28, 1993 - Transportation Day during Energy Awareness Week 1993! This year's starting point is from (hang on Riverbend folks!) Brookside Elementary School (5504 143 St.). Our destination is the LRT pedway north of the amphitheatre at the Legislature Grounds.

Time of departure is 7:15 AM.

This year in recognition of the influence of the North Saskatchewan River on the development of Edmonton, canoes have been invited to participate. Other entrants include cyclists, joggers, motor vehicles, a solar powered car, bus and LRT riders - (anyone want to rollerblade?)

If you are interested in some early morning excitement, come out and join us. All commuters are welcome!

The BAGEL TREE will be supplying bagels and hot drinks at the finish line.

Challenge Bill Van der Meer's crown!

ADVERTISING RATES

One typed line:	\$1 per issue
	\$5 per year
Business card:	\$25 per issue
	\$100 per year
Quarter page:	\$50 per issue
	\$125 per year
Half page:	\$75 per issue
	\$375 per year
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	\$500 per year

Submissions for *THE CYCLISTS' VEHICLE* may be sent to the Editor, *THE CYCLISTS' VEHICLE*, 10701 - 85 Ave. Edmonton, Alberta, T6E 2K9 or faxed to 444-0495.

THE CYCLISTS' VEHICLE does not necessarily represent the views held by the Edmonton Bicycle Commuters' Society, but are the opinions expressed by concerned authors or contributors. The editorial staff reserves the right to edit for clarity, brevity, and content.

KEILLOR ROAD

The saga continues..... September 30th's public hearing resolved little with this ongoing dilemma. The 50 speakers were pretty well evenly divided between proponents and opponents of closure. They were united in one thing. All opposed the Transportation Department's recommendations!

Brian Johnston spoke on EBC's behalf pointing out that the proposed two meter two-way bicycle/pedestrian path contravened the City's Bicycle Transportation Plan and is unsafe. The recommended trail width is 4 meters. The current 3 meter width of the river valley trails is inadequate. Access points to Keillor Road from the west end and southwest are only now being constructed. Bicycle use on Keillor could skyrocket, which is what has happened in other parts of the river valley system, when these are in place. At the moment Keillor Road provides the only year round direct cycling link to these areas. McKinnon Ravine is not cleared in the winter. One side portion of Keillor Road is.

John Collier also spoke regarding concerns with the proposed two meter two-way bicycle/pedestrian path.

Speaking on behalf of Alberta TrailNet, Carole Knowles revealed that Edmonton has been chosen for designation as part of the Trans Canada Trail (TCT) which kicks off next spring. The TCT, a legacy project of Canada 125, will unite Canadians from coast to coast to coast (Atlantic to Pacific to Arctic Oceans) on the world's longest continuous shared use recreational trail. Access to Edmonton is tentatively proposed via the southwest from Devon along the river valley. This would conveniently hook into Edmonton's river valley trail system. Keillor Road is part of this route and is identified in Edmonton's Ribbon of Green document for use as a multi-use paved trail.

It was interesting to watch the hearing unfold. The closure proponents demonstrated more composure, for the most part, than the opponents. Council reconvenes October 18th to hopefully bring this matter to a final close.

Announcements

- * Linda's highly successful **bike stripping parties** have moved from Thursday nights to Fridays from 7:30 PM until.....? Enjoy a productive evening with the potential for socializing afterwards!
- * EBC's looooooong awaited **Safe Cycling Skills booklet** is finally here. Produced jointly with the City's Transportation Department, they can be picked up at EBC.

Classified

Miyata 18 Speed Touring Bicycle, 25" triple butted cr-moly frame, rear rack, 40 spoke rear wheel, Diacomp brakes, Shimano components, new cond. \$500 also lowrider front pannier racks. \$15 Call Dan 461-8090



AGM Notes

This year's AGM promises to be stimulating! Guest speakers include: **Peter Heppleston**, Director of the Transportation Department's Facility Planning Section, freshly back from this year's Velo City Conference in Nottingham, England; and **Councillor Gomberg** and **Angela Bischoff**, Director of EcoCity, just back from "bicycle heaven" - the Netherlands - everyone cycles! A winter cycling panel discussion will follow the presentations.

Seven Board positions are open for elections at the AGM. Nominations for positions on the Board can be phoned to Michael Kalmanovitch at 439-8725. Nominators need to be members in good standing as do the name(s) of nominees. Nominees must be present at the AGM or give written notice of their intention to run. Nominations will also be accepted from the floor at the AGM.

One order of new business will include presentation of a new EBC logo. Pat Marshall of Cold North Graphics (and creator of George's and Two Wheel Resources logos) has offered to update EBC's logo. The Board accepted his offer and his design will be ready for presentation and comment on October 24th.

Hope to see you there!

(P.S. Claude promises an exciting budget presentation!)

Changes

by Carole Knowles

At the September Board meeting, the Board of Directors approved two proposed changes: the submission of the following bylaw to the membership for their consideration and adoption at the AGM; and the increase of membership fees.

Bylaw:

Be it resolved that the bylaws of the Edmonton Bicycle Commuters' Society be amended by the addition of the following:

"Director and Officer Indemnification:

The Edmonton Bicycle Commuters' Society shall indemnify its directors and officers and to an extent former directors and officers and their heirs and legal representatives, against all costs, charges and expenses, including an amount paid to settle an action or satisfy a judgment, reasonably incurred by them in respect of any civil, criminal or administrative action or proceeding to which they are made parties by reason of being directors or officers of the Edmonton Bicycle Commuters' Society, including an action by or on behalf of the Edmonton Bicycle Commuters' Society, if:

(a) they acted honestly and in good faith with a view to the best interests of the Edmonton Bicycle Commuters' Society; and

(b) in the case of a criminal or administrative action or proceeding that is enforced by a monetary penalty, they had reasonable grounds for believing the conduct was lawful or were acquitted; and

(c) they gave notice to the Edmonton Bicycle Commuters' Society of the civil, criminal or administrative action or proceeding immediately upon becoming aware of it and also co-operated with the Edmonton Bicycle Commuters' Society in the defence of the action or proceeding to such extent as may be reasonable in the circumstances."

Membership Fee Increase:

Effective November 7, 1993 EBC's membership fees will increase by \$5.00. Individual yearly memberships increase to \$20, low income to \$15, dual memberships become \$25, and supporting members will pay \$55.



Thanks to.....

- Richard Ruman for the fantastic paint job on the front of EBC. Thanks also to Richard and Jack Adais for their superhuman efforts in transforming EBC's interior. (We've arrived!);
- Johann Strauss Coffee House for donating a striped blue and white awning. (We'll accomplish the continental look yet!);
- University Boston Pizza for their party room contribution for this year's AGM!
- Doug Barrett for the momentous task of dividing the membership into wards and producing the results on a computer printout; and organizing our new contributors to the newsletter - Richard Keswick, Sean Lineham, and Frances Skoczylas.
- Marissa Kochanski for her superlative efforts as our Summer Events coordinator. Good luck at Grant MacEwan this year Marissa!
- The "muscle" who availed themselves to continuously move bike racks from festival location to festival location to festival location to festival location to festival location.....

BIKE RAFFLE

Steve Gamble took home the **Univega Via De Oro hybrid bicycle** courtesy of **Wilf Brooks** and the **staff at United Cycle!** Thanks again for your generous support! Sales were down this year a bit, hampered no doubt by the continuous rain at most of the summer festivals!

Raspberries to.....

- the individual/s whose urges prompted them to use our telephone this summer to call Portugal and Guyana for "pleasure" purposes, leaving EBC to foot the \$50 bill. Let's save the intimate personal calls for home phones!!

EBC CAN WIN

by Jack Grainge

Edmonton Bicycle Commuters want to help Edmonton become an affordable, minimally polluted city. We cannot undo past mistakes, but let us study those mistakes so that they will be neither compounded nor repeated.

One readily identifiable error is to continue to allow developers to create huge, new subdivisions on land that is outside the existing limits of built-up districts. The developers become millionaires but how about the rest of us? The City, and the utility companies, are stuck with extending utility services and roads and often bridges to these new districts.

If the City would insist that developers build on land that is already serviced, or is within the boundaries of serviced land, considerable benefits would accrue. The public transportation system and bicycle routes would be more accessible and more frequently used. Average wage-earners would buy homes before buying cars. As well welfare families would not need cars.

The environment would also benefit. The City would encroach on fewer natural plant and animal habitats. Less irreplaceable fossil fuels would be burned up, less global warming caused, less acid rain produced, and less extension of the smog blanket which hovers Edmonton throughout most of the winter. There would even be a tiny reduction in the rate at which a haze is developing over the Arctic.

Bicycle commuters will win, so let's boost this idea!

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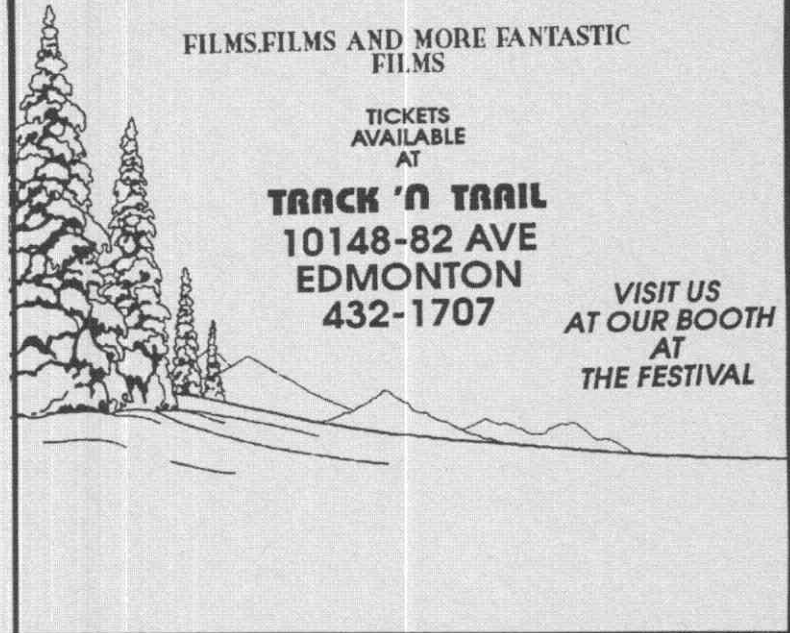
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Winter Riding - A Primer

by Richard Keswick

As Edmonton descends into the depths of winter, many cyclists will lock away their bikes and pine for April skies. You needn't be among them! With a little preparation, you can make riding a year-round activity. Just think of some of the benefits:

1. Hearing your tires crunch quietly against hardpack, as snowflakes brush past you in a gentle moonlight storm.
2. Giving extra help to the environment by avoiding the use of a car - cars burn even more gas in winter than in summer.
3. Getting some daily fresh air - a sure cure for cabin fever!
4. Stopping that winter 'spare tire' from appearing around your midriff. Just as cars burn extra gas, you burn extra calories on your bike in winter.
5. Finessing your bike handling skills and improving your confidence.

If winter riding interests you, stay tuned for a series of articles that will give you a quick guide to bike accessories, clothing, maintenance and bike handling. With luck, these will give you a head start on Edmonton's 'second cycling season'.



The Cyclists' Advocate

by Sean Lineham

The winds of change are blowing here at the Cyclists' Vehicle.

A new column, The Cyclists' Advocate, will be appearing regularly in these pages.

What will it be about?

Anything that concerns you, the cyclist.

Who is writing it?

Sean Lineham, a cyclist who cares about the state of transportation in this city. Someone who feels there are people out there going unheard and issues going unresolved.

That's right, this space will be a sounding board for anything, positive or negative, which has an effect on bicycle commuters. Whether it's about multipurpose trails, problems with the roads, the Rails-to-Trails Program... you can find it here.

As the name The Cyclists' Advocate might imply, I'm here to look out for the interests of cycling Edmontonians; a cross between David Staples and Eddie Keen.

But I can't do this alone. If there's anything you think should be told, if there is something you would like to get to the bottom of, or if you're just plain honked off because something isn't being done that should be, you can contact me at 423-4290 on weekends and after 6 PM on weekdays.

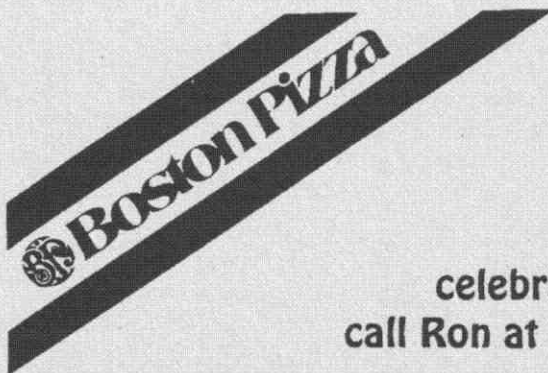
This has the potential to resolve a great number of things that may be causing a great deal of bother to a great number of people. A chance to put right what is going wrong. An opportunity to..... you get the picture. I'm looking forward to your ideas.

Rumor Clarification

by Frances Skoczylas

There have been rumors circulating at EBC that a change recently made to the traffic bylaw, which affect cyclists, needs clarification.

This relates to cyclists now being allowed to ride in pedestrian crosswalks. Peter Heppleston, of the Transportation Department, states that the bylaw clearly defines that a person mounted on a bicycle in a crosswalk must yield the right-of-way to any vehicle on the road and any pedestrian in the crosswalk. A cyclist may ride in a pedestrian crosswalk under these conditions only. A cyclist who has dismounted becomes a pedestrian, according to the traffic bylaw. The bylaw now provides a clearer definition of the regulations governing cyclists in pedestrian crosswalks.



The Boston Pizza on Whyte introduces our party/banquet room. If you belong to a club, organization or private group and need a room for meetings, celebrations, receptions or just a place to have fun, call Ron at 433-3151 and book the private lounge today!

***Remember it's never too soon to book for Christmas !**



Official EBC 'Studding Party'

Cyclists often disagree on what is the most effective knobby tire for winter riding. Some cyclists like tires with widely spaced knobs, to shed snow better; others like tires with a smooth centre ridge, for improved pavement riding; others swear by a 'flying bat' design (whatever this means); and so on ...

Most cyclists will agree, however, that studded tires are your best ticket for winter traction, especially on icy surfaces. Studded tires literally have metal studs or screws sticking out at an angle - these cling tenaciously to slippery surfaces. Studded tires are suitable only in winter conditions - you'll have to change to 'regular' tires for the other seasons.

If you're interested in 'studded' tires at the lowest price possible, come out to EBC's official 'Studding Party' at 7:00 P.M. at EBC on **Saturday, November 6, 1993**. We hope to get an 'assembly line' going, where everyone can participate. We'll provide all of the necessary expertise and equipment. All you need to do is:

1. R.S.V.P. to the EBC - no later than October 30, 1993, if you want us to order tire studs for you.
2. Bring the following along:
 - a) Your bike, with tires and wheels attached (and, if possible, extra tire liners such as an old road tire, an old innertube, or a 'Mr. Tuffy' tire liner);
 - b) Approximately \$2.50 per tire to pay for genuine automobile tire studs (carbide-tipped and extremely durable). The studs are only sold in boxes of 1000 - so we'll need sufficient turnout (at least 7 people) before we can promise to bring these in. If we can't get the studs, we'll use humble sheet metal screws - which cost about \$1.50 per tire but are nearly as durable. If you want, of course, you can show up at the door with your own tire studs - we won't mind!
 - c) Some snacking-style food, or juice or cola.

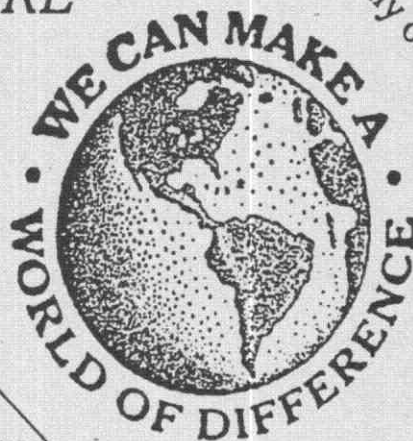
We suggest that you stud your current tires (probably the ho-hum tires that came with your bike). Then, you buy some spiffy new tires in the spring for your summer riding, and keep the studded tires in storage until next winter. When you think about it, it really costs you nothing, other than the cost of the studs themselves. You'll still get the same mileage out of your current tires - it's just that you'll be using them only in winter!

Hope to see you November 6th!

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OFFER EXPIRES FEBRUARY 28, 1994

ELECTION ISSUES

by Doug Barrett and Richard Keswick

A recent Edmonton Journal article, (September 1, 1993 "Average cost of driving car tops \$7000; fuel biggest expense") details how the Canadian Automobile Association is working to lower fuel taxes, by "...fighting' to get a commitment for a gas tax cut from the major federal parties during the election.." This position is contrary to what EBC lobbied for in a presentation to the Hon. Jean Charest, former Minister of the Environment, in January 1992. (CV January 1992)

We decided to ask the candidates to comment on this issue as well as the Rails to Trails project. We sent a letter to every candidate we could find in the four Edmonton ridings where most of EBC's members live (I apologize to those of you in the other two ridings, Edmonton North and Edmonton Northwest, - I just ran out of time and energy on this. DB.) The letter presented the two issues to the candidates as follows:

Issue #1. In the Edmonton Journal there was an article about a group of people who, this election, were lobbying parties for lower gasoline taxes to reduce the direct costs of operating an automobile. The EBC has always taken the contrary position that automobile users should pay their own way. In our opinion, the costs of road construction and maintenance, traffic policing, traffic courts, downtown parking, health care for traffic accident victims, and other infrastructure costs, should not be paid for by governments out of general revenue, as is done now, but from increased automobile registration fees and higher taxes on cars and on fuel. Other taxes could then be reduced proportionally.

What is your opinion about fuel taxes? Do you intend to raise or lower fuel taxes? Have you any plans to reduce (or increase) the level of automobile subsidization once you are elected?

Issue #2. Much of EBC's volunteer energy this year has gone towards persuading various private and public interests to allow an abandoned section of railway line in downtown Edmonton to be converted into a car-free route for cyclist and pedestrian commuters. Such conversions are called Rails to Trails projects (R2T). They have been underway in many places in Canada and in the States. What is your opinion about R2T Projects? Do such projects qualify for federal government



(This next one is loaded) Should abandoned railway land be sold by the railway company if that land was freely given to the railway by an Act of Parliament?

I also enclosed excerpts from an earlier issue of CV which dealt with auto subsidies and with Rails to Trails ("Meeting the Minister" - CV Jan. 92, p. 6). And here is how the candidates responded:

Chris Peirce, Liberal Party, Edmonton Strathcona

On the issue of fuel taxes, Chris Peirce said: "I am not one to argue that they should be lowered." He stated that he also wants to lower other taxes. "Tax levels today are too high and are killing the economy". He stated that he doesn't want to raise any taxes, including fuel taxes. As to auto subsidies in general, he said: "I am not yet educated on that subject, but I'm willing to be." He stated that he doesn't agree with user fees for health care, and that he wants to do more with present funding levels, by looking at lifestyle changes such as improving physical fitness, reducing smoking, and lowering pollution levels.

He is in favour of the principle of Rails to Trails. The concept fits the Liberal Party's plan to improve Canada's infrastructure development, along with roads, sewers, information linkage systems, and the like. More generally, he supports the "notion that you create specific areas for bikes, rather than just throw them in with traffic." Chris Peirce does not support the idea of forcing railways to give up their land to the public community. While he states that the railway companies have benefited from government generosity in the past, he feels he would be unable to change the situation.

Naomi Rankin, Communist Party, Edmonton Strathcona

Naomi Rankin replied by letter which has been edited for brevity:

"In response to your questions:

1. The Communist Party has no formal policy on the level of fuel taxes, but I personally would fight to decrease the level of automobile subsidization of all kinds once elected.

2. The Communist Party intends to nationalize the railways. I personally support the idea of then handing over unused railway lines to municipalities for bicycle and pedestrian corridors, or for LRT lines....."

Ms Rankin shared her personal views about the threat of the internal combustion engine to life on earth and her belief that all levels of government need a policy of replacing private automobiles with public transit. She also revealed "In our climate I don't think it's realistic to expect a mass conversion to bicycle use. The best we do is get all those cars out of the way." She believes that "...the most effective way to accomplish this is to make public transit more convenient and cheaper than private cars, by first improving public transit and lowering fares (make it free during rush hour?) and gradually increasing the cost of driving a private car through

increased parking costs, registration fees, maybe special taxes on car purchases, etc., until the net effect is that private cars subsidize public transit, not the other way around."

Aurell Royer, Reform Party, Edmonton Southeast

The only Reform Party candidate to respond to our letter was Aurell Royer, the candidate for Edmonton Southeast. He sent what seems to be a form letter (a Reform form letter!), because it was addressed "Dear Sir/Madam", while I am in fact just one of those. In the letter he says:

"As we prepare for the election, our primary function will be to respond to the concern of rank and file Canadians. As a result, we have decided that in the interest of maintaining some distance between our party and public interest advocacy groups, we will be unable to respond to such questionnaires.

However, I have enclosed our party's Policies and Platforms as well as other relevant information, and invite you to examine these materials as they relate to your concerns."

There was no other information in the envelope, but I went out and got a Reform election flyer which discussed "Zero in Three", the Reform plan to eliminate the federal deficit in three years. On the second page, one of the stated principles is that the "Federal Government should not subsidize business or special interests." Under that principle, the flyer states that the Reform Party will take action to "Reduce and eliminate ... business subsidy programs for energy mega projects like Hibernia." and also to "Reduce or eliminate subsidies to special interest groups. Special interest lobby groups should raise their own funding from the people they claim to represent." It is unclear whether the Reform Party would include the Canadian Automobile Association as a special interest lobby group. Introduce yourself as a "rank and file" Canadian and ask them.

John Kurrian, Progressive Conservatives, Edmonton Southwest

I talked on the phone with June Cavanagh, the campaign manager for John Kurrian. She stated that John Kurrian wants to "sit down with cyclists after the election and talk about transportation issues." She stated that there is no money in the federal budget for 'frills', but that bicycles are not frills. She stated that bicycles are important for recreation, and promote a healthy lifestyle. She concluded by saying that people get exercise from cycling, and that helps our health care system.



Ernst Eder, Green Party, Edmonton Southeast

Ernst Eder's comments with respect to the 'fuel tax' issue, focused on their 'green tax' which is a tax to encourage environmentally sound lifestyles. The Green Party has a list of tax exempt items. The list includes hand tools, recycled paper, musical instruments, reading material, and, as non-motorized recreation vehicles, bicycles. To make up for lost government revenue, the Green Party would introduce extra taxes for cars, inefficient home appliances, and other environmentally wasteful products.

With respect to the 'Rails to Trails' program, Ernst Eder considered this to be a "great, great idea". He stated that federal money should be made available to construct these products. He felt that "abandoned land should not be sold [for money] by the railways if it was given to them freely by Parliament."

Ed Schell, Green Party, Edmonton Southeast

Ed Schell added some supplementary points to what Ernst Eder had discussed.

On the issue of auto-subsidies, Ed Schell felt it was important to "be aware of how much land is being paved, both as roads and as parking lots." He would support measures to minimize that kind of land use. Those measures would include improving and making more accessible facilities for other types of transportation such as cycling, walking, and taking public transit.

On the issue of Rails-to-Trails, he felt that the abandoned railway corridors could become much needed parks within the urban environment.

Richard Shelford, Natural Law Party, Edmonton Southeast

Richard Shelford, President of the Alberta wing of the Natural Law Party of Canada, wrote a lengthy reply which was edited for brevity without, I hope, detracting from the meaning.

On the issue of auto-subsidies the Natural Law Party feels that "simply raising taxes only eliminates at best, the symptoms of the problem." Instead of higher fuel taxes and/or lower automobile subsidies, the Natural Law Party advocates:

1) the election of the Natural Law Party as "a Group for Government". As the government, the Natural Law Party would accomplish much, he states, because their group practice of Transcendental Meditation and Yogic Flying "creates coherence in collective consciousness which dissolves social stress", and "enables the spontaneous reconstruction of social attitudes, ... leading to both

a higher quality environment and reconstructed social progress";

2) Education, with particular reference to the "knowledge of consciousness";

3) Non-Polluting Energy and Conservation, which includes research into the promotion of efficient and non-polluting forms of energy/transportation production.

Once the source problem of the "growing imbalance in our own environmental and social lifestyles" has been corrected, and "when people are properly educated and have the support of enlightened Natural Law in their lives," then the Natural Law Party offers to "effortlessly support" the efforts of the EBC.

On the Rails-to-Trails issue Richard Shelford stated that the Natural Law Party "would definitely support and aid the establishment of these [Rails-to-Trails] projects, particularly in meeting the needs of those interested in this form of transportation."

Patrick Simpson, Natural Law Party, Edmonton Southwest

Patrick Simpson's response covered many of the same points as those belonging to Richard Shelford.

One salient point which he included is:

"[Under a Natural Law government, the] current transportation structure would continue to be supported by our taxes, but in addition, a new pollution-free infrastructure will be implemented...alternative pollution-free systems will be developed, which include the bicycle."

Janet Blond, National Party, Edmonton Southeast

Janet Blond sent the following fax:

"I would be in favour of a gasoline tax to cover road improvements, as long as that is what it is used for, and not just another slush fund to give friends of government more patronage (as so many tax grabs have been).

I think that cyclists are being very responsible in riding bicycles; they preserve the environment, and promote a healthy lifestyle at the same time. I am concerned though, and this is also a public perception, that some cyclists are immune to traffic laws, and if in an accident, are not covered by reasonable liability insurance. I am very much in favour of all parties, whether car driver or cyclist, taking responsibility for their actions, and use of the health care and road systems. I am definitely in favour of developing safe bicycle paths that can be used for public cycling, but would like to see areas that would be safe for children, and leisure cycling as well.

I agree, that since the railways were given some of the best prime land in our Canadian cities, on the understanding that they would use it to build a cross-Canada transportation link, and since the



railways have since been virtually dismantled, the railway companies no longer hold any moral title to the land. Their legal title is unfortunate however, and our previous governments' short-sightedness is regrettable. I am very sorry to see the end of our rail system."

Cor Labots, Christian Heritage Party, Edmonton East

Cor Labots has been a professional engineer. He came to Canada from Holland in 1957 and commuted by bicycle and by motor scooter till age 62. He offers the following which we have edited for brevity without, I hope, detracting from the meaning.

"The Christian Heritage Party does not have an explicit policy on these two [issues. However, good] stewardship is a cornerstone of our party's policies, since according to the Bible we are not owners of anything, only caretakers, stewards, responsible to give account during and after our lives.

To reduce the love affair of Canadians with their cars as commuting vehicles will require very high penalizing taxes, [with levels in the order of] 200-1000%. [The likely response to these high tax levels may be underground economies, smuggling, and cross border shopping.] If it could be clearly conveyed to the car user that the tax would be fair and legitimate, the negative results...will be less...

The pay-as-you-go principle behind fuel taxes has been found rather difficult to implement in many instances. The [phrase] 'user fee' does not have a favorable flavor today. Without further study I could not say whether [user fees provide a] sufficient deterrent [to car use] or whether penalizing high taxes have to be added...

[To reduce car use] I personally would favour any balanced approach of [:] encouraging the use of low polluting transportation; encouraging [the use of public transportation, possibly, by making it free]; using the shaping of public opinion; and [high levels of] taxation. However the free public transportation flies in the face of the user fee principle, and it usually becomes a political football [with] respect to service levels.

I have no clear opinion about the [Rails-to-Trails] project...I do not think there are fully satisfactory solutions for...very long [term] contracts like this one, or like the sale of gas to the USA or the lease on Hong Kong. The idea of (federal) government funding [for Rails-to-Trails projects]...is the direct opposite of 'user fees', and...[shows] the very difficulty of finding the user and not having the general community across Canada pay for a limited group of users in a specific location.

My contribution is...more part of a dialogue than a clear policy statement."

Ross Harvey, New Democratic Party, Edmonton East

Ross Harvey is the incumbent Member of Parliament for Edmonton East. He sent the following:

Issue #1 :

"Myself and my New Democrat colleagues share your concerns about the costs and pollution which comes with private automobile use. However, our current proposals for reforming the tax system do not include changes to fuel taxes. In general, I do not support the idea of a dedicated fuel tax. A problem with this kind of tax is the unfair burden it will impose on lower income Canadians.

Instead, New Democrats have proposed a number of measures to encourage the development of alternative sources of energy and which address some of the concerns outlined in your letter and attachments.

Here are two specific examples from our New Democrat Jobs Plan:

- increased support for renewable energy sources and conservation, including higher standards for energy efficiency in homes and transportation
- Expand the Efficiency and Alternative Energy Program of Energy, Mines and Resources to better promote energy efficiency and the use of alternatives.

Issue #2:

Yes, I support your proposal for using existing transportation corridor along 109 St. and over the High Level Bridge for bicycle and pedestrian commuters. In general, I support "Rails to Trails" projects and believe they should be eligible for federal funding. Under New Democrat policies such a proposal could qualify for support under our program for National Infrastructure."

Candidates

Here's a list of the federal candidates we know about as of Sept. 27th. Nearly all of them received an invitation to air their views in CV. Other candidates may have joined the race since Sept. 27, so included with this list are the Election Canada phone numbers for each riding.



Edmonton East Riding

<u>Canada Party</u>	<u>Orin K. Johnson*</u>	<u>465-7947</u>
<u>Christian Heritage</u>	<u>Cor Labots*</u>	<u>479-5147</u>
<u>Green</u>	<u>Ernst Eder*</u>	<u>479-6269</u>
<u>Liberal</u>	<u>Judy Bethel*</u>	<u>944-3840</u>
<u>National</u>	<u>Jim Mason</u>	
<u>NDP</u>	<u>Ross Harvey*</u>	<u>944-6602</u>
<u>PC</u>	<u>Kevin Kovacs*</u>	<u>944-7825</u>
<u>Reform</u>	<u>Linda Robertson*</u>	<u>477-6998</u>
Elections Canada for Edmonton East		944-9640

Candidates' Forums for Edmonton East - Oct. 7 at the NAIT Natrium from 12:00 to 1:15 PM - Oct. 13 at Ben Calf Robe Adult School from 9:00 to 11:00 AM - Oct. 15 at Sacred Heart School (time to be confirmed) - Oct. 18 at Alberta Avenue Community Hall (time to be confirmed) - Oct. 19 at the Society for the Retired and Semi-Retired from 1:00 to 2:00 PM - Oct. 21 at 7:00 PM on Channel 10 Shaw Cable.

Edmonton Southwest Riding

<u>Canadian Economic Community Party</u>	<u>Kevin Ashmore*</u>	<u>444-4160</u>
<u>Liberal</u>	<u>Betty MacFarlan*</u>	<u>944-3801</u>
<u>Natural Law</u>	<u>Patric Simpson*</u>	<u>481-8995</u>
<u>NDP</u>	<u>Colleen Glenn*</u>	<u>496-9155</u>
<u>PC</u>	<u>Jim Edwards*</u>	<u>944-9560</u>
<u>Reform</u>	<u>Ian McClelland*</u>	<u>496-9672</u>
Elections Canada for Edmonton Southwest		944-9801

Edmonton Southeast Riding

<u>Canadian Economic Community Party</u>	<u>Kang Chung*</u>	<u>480-9026</u>
<u>Canada Party</u>	<u>Micheal Goshnowski</u>	
<u>Green</u>	<u>Ed Schell*</u>	<u>466-6225</u>
<u>Liberal</u>	<u>David Kilgour*</u>	<u>944-3834</u>
<u>National Party</u>	<u>Jannet Blond*</u>	<u>450-8570</u>
<u>Natural Law Party</u>	<u>Richard Shelford*</u>	<u>944-4701</u>
<u>NDP</u>	<u>Ken Ross*</u>	<u>944-6601</u>
<u>PC</u>	<u>John Kurian*</u>	<u>944-7862</u>
<u>Reform</u>	<u>Aurell Royer*</u>	<u>448-0777</u>
Elections Canada for Edmonton Southeast		944-9660

Candidates' Forums for Edmonton Southeast - Oct. 6 at Southeast Edmonton Seniors Association Building 9350 82 St. from 9:30 to 10:30 AM - Oct. 12 P.M. at J. Percy Page 2707 Millwoods Rd. from 7:30 to 9:00 PM.

Edmonton Strathcona Riding

<u>Communist</u>	<u>Naomi Rankin*</u>	<u>465-7893</u>
<u>Green</u>	<u>Harry Garfinkle*</u>	<u>433-5578</u>
<u>Liberal</u>	<u>Chris Peirce*</u>	<u>448-9440</u>
<u>National Party</u>	<u>Adrian Greenwood*</u>	<u>439-9811</u>
<u>NDP</u>	<u>Rita Egan*</u>	<u>433-5378</u>
<u>PC</u>	<u>Scott Thorkelson*</u>	<u>944-7878</u>
<u>Reform</u>	<u>Hugh Hanrahan*</u>	<u>435-3606</u>
Elections Canada for Edmonton Strathcona		944-9485

Candidates' Forums for Edmonton Strathcona - Oct. 5 at Grandview School, 6225 127 St. from 1:00 to 2:00 PM - Oct. 6 at U of Alberta Students' Union Building from 12:00 to 2:00 PM

Candidates Forum for all of Edmonton - Oct 8. at Concordia College from 11:30 AM to 12:30 PM

received an invitation to discuss the issues in CV.



Edmonton Bicycle Commuters Membership

(For Office Use)

Last Name _____ First Name _____

Address _____

_____ Postal Code _____

Home phone _____ Work phone _____ Age _____

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

Membership Card expires _____
Welcome Letter
Entered M'List

ANNUAL MEMBERSHIP OPTIONS

- New Renewal
- Address has changed
- \$15 individual
- \$20 dual (one newsletter)
- \$50 supporting member

WHAT I LIKE ABOUT EBC

- Bike repair facility
- Newsletter
- Discounts at bike shops
- Bike registration
- Advocacy
- Promotes cycling

WE CAN USE YOUR HELP

- Artwork, graphics
- Bike maintenance
- Bookkeeping
- Computer work
- Legal issues
- Advocacy
- Phoning
- Writing/editing articles
- Postering, deliveries
- Education, safety
- Newsletter production
- Other

Total amount enclosed \$ _____

Please make cheques payable to:
The Edmonton Bicycle Commuters
10701 - 85 Ave.
Edmonton, AB T6E 2K9

