

The Cyclist's Vehicle

EBC Annual General Meeting

The Annual General Meeting (AGM) is the Edmonton Bicycle Commuters' Society's yearly meeting to inform you, a member, of the organization's activities in general, and the activities of the Board in particular, over the previous year. It is also an opportunity for the Board to set out future priorities for the organization. Business conducted at the AGM includes the election of Board directors and the receipt and consideration of audited financial statements from the previous fiscal year. The AGM is also an opportunity to meet Board representatives and other EBC members and informally discuss cycling issues and topics. Hopefully it will be both fun and informative.

What: Annual General Meeting

When: Sunday, October 21st, 2007 at 2:00 PM (A social will follow the meeting, from 4:00 PM until about 9:00 PM at the same venue. Food will be provided and good times will roll.)


Where: Parkallen Community Hall (6510 - 111 Street)

Contact: Please RSVP to [ebc.agm\[at\]gmail.com](mailto:ebc.agm[at]gmail.com)

The AGM is presided over by the current President or his designate. Although every attempt is made to keep the meeting informal, Robert's Rules of Order are used to ensure the meeting proceeds smoothly and fairly. Minutes of the meeting are taken by the Secretary. Reports are presented by the members of the Board and Committees on the status of work carried out for the Society.

Along with copies of the Annual Report, attending members can receive copies of the Society's financial statements for the past fiscal year. This is also a time that a call will be made to the membership to become more involved with EBC by taking on a board position or signing up for volunteering at BikeWorks or other EBC activities.

Every members in good standing at the time of the AGM has a vote on issues presented by the Board. Members wishing to suggest an agenda item may do so in advance of the AGM by e-mailing or faxing a synopsis for Board consideration, c/o (Michael Kalmanovitch, President, [kalman\[at\]interbaun.com](mailto:kalman[at]interbaun.com)). Problems, complaints, or other matters of an isolated or individual interest should be dealt with by speaking to the appropriate Board member rather than placing it before the full general meeting.

We look forward to seeing you at the 2007 AGM! 

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
A Young Lady in Grey (pg 4).

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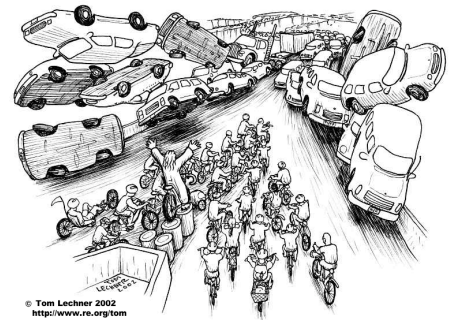
Dr. Cog (pg 3)

Three for Free (pg 5).

Kent McPhee

Editor 

Critical Mass



**Meet on the last Friday of the month
- 5:30 PM - City Hall -**

THE EBC MISSION is to promote and facilitate cycling as everyday transportation by providing bicycle services and resources.

RIDING SAFELY IN TRAFFIC

John Collier

Contrary to popular lore, vehicle drivers do not want to have problems with cyclists. However, many times, it is the way that the cyclist is driving their bicycle that creates confusion and may lead to close calls and crashes.

Where should I ride on the road?

In a regular width lane, ride about one meter from the edge of the curb or out from any parked vehicles. This gives you room to turn in towards the curb if you come across debris or a road defect. Riding a meter from parked cars eliminates the hazard of running into a suddenly opening car door.

Riding out from the curb also makes you more visible to other road users. You are away from the curbside clutter of signs, parked cars and pedestrians. You are where drivers are looking.

How should I ride?

Ride in a straight, predictable line. If you are riding in a straight, predictable manner, other vehicles will know what you are doing and drive accordingly. Moving in and out when there are parked cars confuses other drivers as to what you are doing and may encourage them to try and pass when it isn't safe to do so.

Be Aware


Look and make sure it is clear before you move sideways in the roadway. Cyclists need to practice shoulder checking in a quiet parking lot until they can look behind over either shoulder and still ride in a straight line.

Look Ahead

Almost all accidents happen in intersections. Look ahead to see what is happening and watch cars that may move into your right-of-way. Riding out from the curb makes you more visible and lets other drivers know your intention to keep riding straight through.

Communicate

Last, and least important, signal your intentions to other drivers. Signaling is not magic. Signaling will not make it safe. Signaling is polite and helpful to other road users. It is far more important that you look and make sure it is safe first. Do not use the hand signals that are taught in most safety courses, as most drivers do not intuitively understand bent arm signals. Simply point in the direction you want to go: left hand straight sideways to go left, right hand straight sideways to go right.

Want to learn more? The Edmonton Bicycle Commuters offers the Canadian Cycling Association's Can-Bike courses. These courses teach on-road cycling starting in quiet streets and working up to more complex traffic situations. Please contact John Collier at 433-1270 for more information. 

BikeWorks Has Trailers For Rent!

Visit BikeWorks or the EBC web site at www.edmontonbikes.ca ("get helped - bicycle trailers" link) for more information on how you can rent a BoB or a cargo trailer today!



photo: Kiwanis Club of Barre

From the cycling pseudo-celebrities file...

BJ and Tyler, the "hippies" in the 2006 Amazing Race, were asked what was the first thing they did with their winnings from the race. Tyler's response: "buy a bicycle".



ASK DR. COG

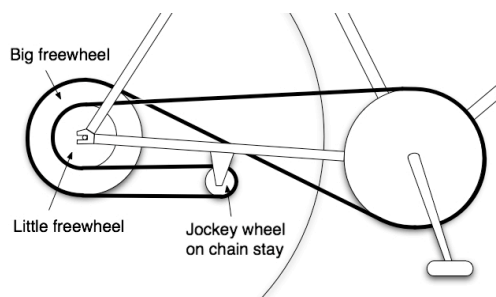
Dear Dr. Cog,

I know about single speed bikes with flip-flop rear hubs, but recently I heard about a bike that works like a single speed with two gears - the rider pedals forward in one gear and backwards in the other gear. How do I build one?

- Need a Winter Project

Dear Winter Project,

You're referring to one of the more interesting drive trains around. Pedal forward and you travel forward in one gear, pedal backward and you're still going forward - but in another gear! Sounds like magic, but the secret is to mount two single speed freewheels on the drive side of your rear wheel and then employ a tricky chain routing to drive one freewheel with forward pedalling and the other with a



reverse pedalling motion. One way to mount the two freewheels is to find an old Suntour threaded hub, a bottom bracket cup in the same thread size, and a couple of freewheels (one of which is the kind that is threaded all the way through). Screw one freewheel onto the hub, but leave some freewheel thread visible. Then screw the bottom bracket cup into the freewheel thread and leave some of the cup's thread visible. Finally, screw on the other freewheel. The effect is to use the bottom bracket cup as a way to extend the threads on the hub so that it'll accommodate the two freewheels.

If you make one of these babies this winter, be sure to show it off at Bikeology next year!

- Dr. Cog 

Q&A

Have a question for Dr. Cog? Let him know by sending an email to [drkog\[at\]edmontonbikes.ca](mailto:drkog[at]edmontonbikes.ca), by sending a note to the EBC, or best of all, by asking Dr. Cog or one of his helpers at BikeWorks.

CLAIRE IS OFF TO OZ

Karly Coleman

It is with heavy hearts that we bid adieu to Claire Stock, bike friendly Transportation Planner Extraordinaire for the City of Edmonton. Claire started work with the City of Edmonton at the turn of the century (ha!) and over the course of her career with the City she became a senior engineer within the Community Planning Department at the city, dealing primarily with bicycle related endeavours. These endeavours included planning 105 Avenue Revitalization, the Ribbon of Steel Trail right of way, the Rails to Trails work along the LRT line and work on the Bicycle Transportation Master Plan. She was also integral in the 2006 Bicycle User Survey, and last but not least she was a central figure in Bike Month planning.

Many of you are more familiar with Claire as the cheery host of the Bicycle Traffic Report on CJSR, on Wednesday mornings, as part of the Clockwork Orange Juice show. Who hasn't woken up to her dulcet tones telling you about some yummy breakfast to try, followed by a close count of all the various cyclists frequenting various streets of Edmonton, as well as her interviews and reviews of all things bikey...

Sadly for us, happily for her, she has left us to wrangle her new family in Australia. As some of you may know Claire has been busy recently. She married her long time accomplice and EBC summer mechanic, Steve Connor. She had a baby girl named Emlyn Athol Connor. She packed up house to go first to Colorado Springs whilst Steve attends Barnett School for bicycle mechanics, then head off to the east side of Australia, near Melbourne. Their plan is to return at the end of Claire's maternity leave, which will be just in time for the 2008 Bike Month...a cagey way to get out of helping with the organizing, as far as the organizing committee is concerned :-)



THE YOUNG LADY IN GREY

HG Wells


(excerpted from *The Wheels of Chance* - full text available in the public domain at www.gutenberg.org/etext/1264. The rational dress movement advocated for simplified women's garments for athletic activities such as bicycling - Ed.)

The Young Lady in Grey was also riding a bicycle. She was dressed in a beautiful bluish-gray, and the sun behind her drew her outline in gold and left the rest in shadow. Hoopdriver was dimly aware that she was young, rather slender, dark, and with a bright colour and bright eyes. Strange doubts possessed him as to the nature of her nether costume. He had heard of such things of course. French, perhaps. Her handles glittered; a jet of sunlight splashed off her bell blindingly. She was approaching the high road along an affluent from the villas of Surbiton. The roads converged slantingly. She was travelling at about the same pace as Mr. Hoopdriver. The appearances pointed to a meeting at the fork of the roads.

Hoopdriver was seized with a horrible conflict of doubts. By contrast with her he rode disgracefully. Had he not better get off at once and pretend something was wrong with his treadle? Yet even the end of getting off was an uncertainty. That last occasion on Putney Heath! On the other hand, what would happen if he kept on? To go very slow seemed the abnegation of his manhood. To crawl after a mere schoolgirl! Besides, she was not riding very fast. On the other hand, to thrust himself in front of her, consuming the road in his tendril-like advance, seemed an incivility--greed. He would leave her such a very little. His business training made him

prone to bow and step aside. If only one could take one's hands off the handles, one might pass with a silent elevation of the hat, of course. But even that was a little suggestive of a funeral.

Meanwhile the roads converged. She was looking at him. She was flushed, a little thin, and had very bright eyes. Her red lips fell apart. She may have been riding hard, but it looked uncommonly like a faint smile. And the things were--yes!--RATIONALS! Suddenly an impulse to bolt from the situation became clamorous. Mr. Hoopdriver pedalled convulsively, intending to pass her. He jerked against some tin thing on the road, and it flew up between front wheel and mud-guard. He twisted round towards her. Had the machine a devil?

At that supreme moment it came across him that he would have done wiser to dismount. He gave a frantic 'whoop' and tried to get round, then, as he seemed falling over, he pulled the handles straight again and to the left by an instinctive motion, and shot behind her hind wheel, missing her by a hair's breadth. The pavement kerb awaited him. He tried to recover, and found himself jumped up on the pavement and riding squarely at a neat wooden paling. He struck this with a terrific impact and shot forward off his saddle into a clumsy entanglement. Then he began to tumble over sideways, and completed the entire figure in a sitting position on the gravel, with his feet between the fork and the stay of the machine. The concussion on the gravel shook his entire being. He remained in that position, wishing that he had broken his neck, wishing even more heartily that he had never been born. 

"Bicycling is a big part of the future. It has to be. There's something wrong with a society that drives a car to workout in a gym." — Bill Nye, the Science Guy



Route Finder

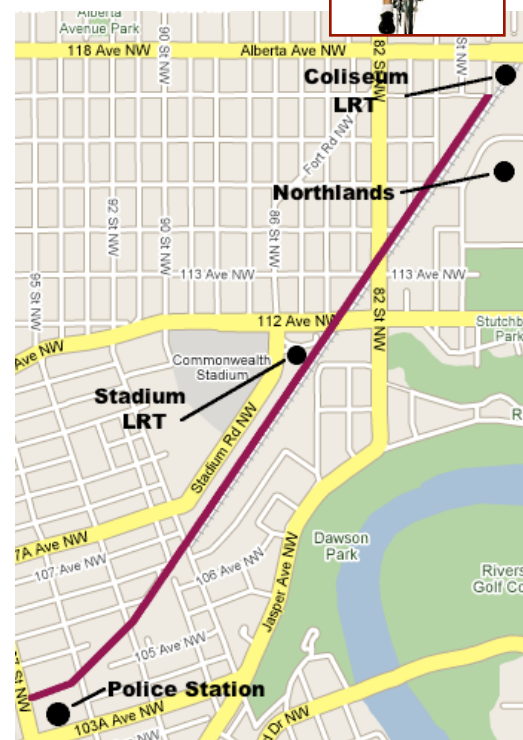
Rails With Trails

Edmonton's Northeast LRT multi-use trail functions alongside an active rail service. There are many examples of Rails-to-Trails projects in Canada, where an abandoned rail line is converted to a trail. However this is a Rail-WITH-Trail - a relative rarity in Canada.

Naturally, trail users need to respect a code of conduct within a rail right-of-way. The LRT is expected to stay on the rail and trail users are expected to stay on the trail!

The trail parallels the LRT track from just north of the downtown police station up past Commonwealth Stadium all the way to Edmonton Northlands and the Coliseum LRT Station. Next time you attend an event in the northeast give this route a try. 

Want to share your favourite route? Let the Route Finder know by sending an email to: [newsletter\[at\]edmontonbikes.ca](mailto:newsletter[at]edmontonbikes.ca)




THREE FOR FREE

We waste time surfing the net so you don't have to.

www.snipurl.com/bike_love Bike Love is about people and their bikes. This little film was created as a final project for a Visual Anthropology class at the University of Alberta. The film stars many Edmonton bicycling personalities- are you in it? If you hang out at BikeWorks or go to the odd Critical Mass, you just might be!

www.calfeedesign.com/frontendterms.htm What makes a bike handle beautifully? This short but sweet web page outlines the basic parts of bike frame geometry and relates them to handling characteristics. Now the next time you jump on a new bike and it "feels funny" you can say intelligent things like "the steeper head angle on this bike combined with the smallish trail makes it a little more agile a ride than I'm used to."

www.bikereader.com/contributors/kelly/kk.html Bicycle Haiku is a reproduction of a sketchbook Kelly kept while he rode his bicycle across the US. It contains an ink sketch and a haiku for each day of the three month 5,000 mile trip. A typical scene would be like the day he passed through Francisco, Indiana. On a page full of cow faces staring up at me, the haiku goes: "Collective silence/Like I walked into the wrong room/Every horned head turned." 

CITY TRANSPORTATION UPDATE *Claire Ellick*

Autumn already! And cycling programs at the City continue to spin along.


Of several updates, the **Bicycle Transportation Plan (BTP)** is entering the second phase of stakeholder consultation. The BTP addresses all aspects of [primarily] on-road cycling transportation in Edmonton. Stantec was hired in early March to conduct the review and update of this key document, and over the summer months, has compiled the information gathered in May and June focus groups and worked on expanding the city-wide bicycle network. This will be presented for comment alongside progress to date at the second **Public Open House on Tuesday, October 23, 2007 from 4:00-8:00 PM** at Stantec (10160-112 Street). The plan will be finalized by the end of November and go to City Council for approval in February 2008.

As you have all been eagerly anticipating through the summer months, we have been busily working to establish a **City-run bicycle parking program**. This follows the end of a contract with an advertising company to provide racks until June of this year. Following several iterations of rack types and a few prototypes, we are working on the final dimensions of a post-and-ring style rack, which is being manufactured by a local company. The first of these will start to be installed in November along priority corridors, to be followed by another round in the spring, on a request-basis. Stay tuned to

www.edmonton.ca/cycling for updates once the first round has gone in.

One more kilometre...**the multi-use trail** along the South boulevard of 100 Avenue between 149 Street and 163 Street is nearing completion, marking the ~19th kilometre of trail constructed as part of the Multi-Use Trail Corridor Study. The study is a city-wide off-road trail network planned along rail and utility corridors in Edmonton. Approved by City Council in 2001, this trail network is now around 25% complete. Upon completion, this system will link in with the on-road bike network being developed as part of the Bicycle Transportation Plan.

In other active transportation news, and because on occasion, some cyclists have actually been known to walk places...**the Sidewalk Strategy** is nearing its completion. This strategy will establish policy for both existing and planned sidewalks, and determine a method of prioritizing missing sidewalk links and a plan for their construction. The final Public Open House will be held in October (date TBA on www.edmonton.ca/sidewalks) to summarize progress over the summer months and gather any final public input. The strategy is scheduled for completion by the end of November and will go to council alongside the Bicycle Transportation Plan, in February 2008.

As always, please contact me with any on-road cycling inquiries at 496-2615. Roadway maintenance inquiries (potholes, gravel, glass) can be directed to the Roadway Maintenance Hotline at 496-1700. Happy Autumn! 



Edmonton Bicycle Commuters

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newsletter[at]edmontonbikes.ca - for newsletter related items
 info[at]edmontonbikes.ca - for general inquiries

THE EBC MISSION

To promote and facilitate cycling as everyday transportation to Edmontonians by providing bicycle services and resources.

NEWSLETTER CONTRIBUTIONS

The Cyclist's Vehicle is published by the Edmonton Bicycle Commuters' Society. Want to contribute ideas or articles to the Cyclist's Vehicle? E-mail or snail mail your contributions any time.

The opinions expressed here are not necessarily the opinions of the EBC Board of Directors or editorial staff.

BIKEWORKS FALL/WINTER HOURS

433-BIKE (2453) - call ahead for changes to hours.
 10047 - 80 Avenue (in the alley) Winter Hours:

- Saturday noon-5pm**
- Monday 5:30pm-9pm**
- Wednesday 5:30pm-9pm**

Call or check the website for up to date hours info.

Would you like to volunteer at BikeWorks? **CALL!**

JOIN THE EDMONTON BICYCLE COMMUTERS! or RENEW YOUR ANNUAL EBC MEMBERSHIP!

Join the Edmonton Bicycle Commuters in person by dropping by **BikeWorks at 10047 - 80 Ave (in the alley)** or by mailing this form and a cheque to **PO Box 1819, Main Post Office, Edmonton AB, T5J 2P2.**

Today's Date _____ Name _____ Address _____ City _____ Postal Code _____ Phone Number _____ Email Address _____ New Member or Renewal? _____ Do you want to volunteer? _____ Newsletter? <input type="checkbox"/> Bike Parking? <input type="checkbox"/> BikeWorks? <input type="checkbox"/> Bikeology? <input type="checkbox"/>	<p>Membership Costs and Benefits</p> Family: \$25.00 <input type="checkbox"/> Individual: \$20.00 <input type="checkbox"/> Low Income: \$15.00 <input type="checkbox"/> Supporting Member: \$55.00 <input type="checkbox"/> Donation: \$ _____ <input type="checkbox"/> Newsletter delivery preference: Email (pdf) <input type="checkbox"/> Canada Post <input type="checkbox"/> EBC members low-volume email list preference: No emails! <input type="checkbox"/> Email me <input type="checkbox"/>
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We support the manufacturing and production of recycled materials.
 Printed on recycled paper.
 Happy Cycling!