



Summer 2003

# The Cyclist's Vehicle

[www.edmontonbicyclecommuters.ca](http://www.edmontonbicyclecommuters.ca)

780-433-Bike (2453)

Edmonton Bicycle Commuters' mission is to promote and facilitate cycling as an everyday transportation option to Edmontonians by providing bicycle services and resources.

## News Items:

### •Bike-ology 2003

### •Bicycle Traffic Safety and Children

### •City Transportation Update

## Individual Highlights

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*Photo by Peter MacPherson*

**The classic steel drummer Cecil George, drumming up some rhythm for Bike-ology folk out enjoying the festival.**

## BIKE-OLGY 2003

On July 12<sup>th</sup>, the 2<sup>nd</sup> Bike-ology event was held at Beaver Hills House Park. This special event celebrates bicycles and healthy eco-friendly lifestyles. The City of Edmonton, Edmonton Bicycle Commuters Society, Rainbow Bridge Communications Company, local cycling retail vendors and Edmonton's cycling and community groups sponsor the event.

The history of Bike-ology begins several years ago. A Lunar Cycle Month was initiated by the EBC and ran for approximately 6 years. The Lunar Cycle was a celebration of all things bikey and included events such as a bike to work breakfasts, participation in the silly summer parade with our lovely cow on a bike mascot, advocacy and outreach, a critical mass ride and many other events. What with the avails of time, both EBC and the festival settled into a gentle obscurity.

The next incarnation of a bike festival in Edmonton was envisioned and hosted by the Association of Cycle Messengers Edmonton (ACME). Representing ACME was courier Biker Bill, who worked diligently to bring together various folk in the cycling community. Bill's efforts were rewarded when it was decided that Edmonton would be the host of the North American Cycle Courier Championships (NACCC) in 2001.

It is also during this time that the City hired the lovely Ms. Claire Stock to do

bicycle transportation planning. Ms. Stock is devoted to the bicycle and is instrumental in bringing all the various biking elements together. She does a bang up job of connecting between all groups and types of cyclists in our community.

In 2001, the NACCC touched the collective memory of the bicycle community and brought many different types of cyclists together to assist in this event.

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Photo by Kerrie Gill

**Editor's Message**by **Brenda Heyer****Hello and Goodbye**

We would like to take this opportunity to welcome Carolina Hamilton to the staff of EBC. She is holding the position of events coordinator. Carolina is from Venezuela and has been living in Canada since 1995. She is married with two children, Oscar and Joseph and lives in North East Edmonton. Carolina will more than likely be calling you and asking if you would like to volunteer for assorted events and varied shifts. Won't you help her out, stand up and say "Heck ya, I can do that!" Also, let us welcome Chris Anderson, the new EBC mechanic who is a very helpful and skilled individual working throughout the summer.

***Welcome to you both!***

Bernie Jacques, a long term EBC mechanic and volunteer is moving away from Edmonton to BC. Bernie is one of the first people I met when I walked through the doors of EBC. Bernie has a wealth of knowledge and it is hard to let that go, but he has promised to stay in touch via email. Thanks for all of your hard work, sharing of knowledge, your patience and your humour.

All the best to you Bernie!

**What we are up to this summer**

This summer, EBC was involved in Bike-ology, which was a lot of fun to participate in. As well, EBC still provides bicycle parking for the many festivals and events around Edmonton, of which are listed on the last page, while at the same time, providing bicycle information and current updates to members of the community. We will probably see you there. Thank

you to those volunteers who regularly come out for bicycle parking.

On September 1 and 2, EBC will be hosting a casino at Baccarat. Contact Michael Kalmanovitch for more info. 780/439-8725.

On September 20, EBC will be holding it's annual general meeting at the Edmonton International Hostel. On September 27<sup>th</sup> at Queen Alexandra Hall will be the fun filled volunteer and staff appreciation party. EBC will be sending out an invitation to both of these events with more information and times, so please mark them down on your calendar and come give some feedback to the board at the AGM or come have some fun at the volunteer appreciation party.

If you have any ideas, comments, pictures, stories or interesting websites for the newsletter, please pass them on. You can email me at [sealevel\\_bug@yahoo.ca](mailto:sealevel_bug@yahoo.ca)

Thanks to the staplers and stuffers of last CV.

Write on and Ride on!

EBC's Tandem bike at Bike-ology Photo by Kerrie Gill

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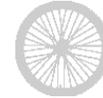
Anyone wishing to contribute to the Cyclist's Vehicle should mail us at the addresses provided above, or email the editor at [sealevel\\_bug@yahoo.ca](mailto:sealevel_bug@yahoo.ca). Text may be edited for length, clarity and style.

**The opinions expressed here are not necessarily the opinions of the EBC board of directors or editorial.**

We Support The Manufacturing and Production of Recycled Materials- Printed on 100% Recycled Paper!!!

**Bike-ology**

continued from front page



The participation of Rainbow Bridge Communications, headed by the lovely Ms. Barb Allard, was an added bonus to this event. Barb has arranged the ecology portion of each festival, ensuring that we have solar powered music courtesy of the Solar Energy Society of Canada, Northern Alberta Chapter. Ms. Allard also video records each event and documents the festival.

EBC participates by providing a mechanics workshop for your bicycles of which the only cost to you is a donation, a gear swap, helmet fitting, bike parking, food and volunteers working to make the day run seamlessly. As well, there was help this year from the community league garbage fairs, of which they provided all sorts of re-useable crafty items for children to decorate their bikes. We are looking for more kids and adults to decorate their bikes next year.

As well, EBC hosted the bike trivia portion of the event. Each hour a different bike trivia question would be asked and folks tested their knowledge by answering these very difficult multi-choice questions. Great prizes were won such as a bicycle helmet and bike tune-ups.

Along with the sunshine was the solar powered sound equipment, which enabled music and commentary throughout the event. Thanks to all of the great musicians who showed up this year and provided lovely sounds via the sunshine.

A big part of the success of this event is due to our amazing volunteer coordinators who each year rally the troops! Thank you Carolina!

Indeed, we had such a wonderful time this year; we're already planning next year!

Come on out and get involved and we'll see you there next year. If you have any suggestions or comments on the event, please contact Claire Stock. [claire.stock@edmonton.ca](mailto:claire.stock@edmonton.ca)

THANKS and GRATITUDE to all of the organizations, bicycle and equipment shops, volunteers, musicians, photographers, media, mechanics, unicyclists and demo BMX'ers community groups, loaned equipment and anyone who made Bike-ology 2003 happen!

"Everytime I see an adult on a bicycle I no longer despair of the human race."

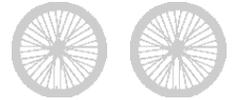
H.G. Wells

"My two favorite things in life are libraries and bicycles. They both move people forward without wasting anything. The perfect day: riding my bike to the library."

Pete Golkin, Arlington Virginia

## Bicycle Traffic Safety and Children

by John Collier



As an instructor, I am asked by parents to teach their children to cycle safely. Often, at the end of the course, one of the parents will ask their child to show them a right or left turn signal and if the child is successful, the parent is happy. Unfortunately knowing your turning signals is only a small part of bicycle traffic safety: other elements are much more important. When it comes right down to it, the whole notion of young children cycling in traffic by themselves is flawed. Children shouldn't cycle unsupervised.

The minimum motor vehicle driving age is not set for when a person can reach the pedals and see over the steering wheel! It is set for when a young adult has the mental ability to drive a vehicle in potentially complex traffic situation. Young children just do not have this ability, period. The age at which children can hold a complex traffic pattern in their mind varies from ten to fourteen years old, depending on the maturity of the child. Children, when cycling on the road, should always be supervised by a responsible person, even if it is just on a quiet residential street. Drivers of vehicles, both motor vehicles and bicycles, tend to relax on quiet residential streets; as a result, the accident rate per kilometer of vehicle travel is much higher than on busy roadways.

Does this mean we should forget about teaching bicycle traffic safety until our children are older? No! Children start learning traffic safety as soon as you put them in the stroller. They are always watching what we do, and will pattern themselves after our behaviour, whether we like it or not. So, the first thing to remember in traffic safety is to Lead by

Example. After that, the first three basic traffic skills to teach children are to be Consistent and Predictable, to be Aware of their Surroundings and to Communicate their Intentions.

The most important skill in bicycle traffic safety is to be Consistent and Predictable, as other road users need to be able to easily plan their own movements while accommodating yours. A cyclist is Consistent and Predictable if traveling in a straight line, with little wobbling and no wandering, about one meter to half a meter from the edge of the road. The cyclist should not be positioned right at the edge of the road, as any obstacle encountered, such as road debris or pot holes, will then force the cyclist to turn INTO traffic to avoid the obstacle. If the cyclist is a meter to a half-meter out from the edge of the road, depending on road conditions, they will be able to avoid obstacles by turning toward the edge of the road, AWAY from traffic.

It is easy to teach children to cycle in a straight line. They can practice using a chalk line on a very quiet road or empty parking lot as a guide. Teach the child to use a gear that allows medium to fast pedaling, as slow pedaling causes cyclists to sway from side to side.

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"The three basic traffic skills to teach children are to be consistent and predictable, to be aware of their surroundings and to communicate their intentions".



**City Construction Update**

As well as enjoying the fair weather cycling conditions, perhaps you have passed by several exciting construction projects that also make you smile. In particular, take a ride through the Oliver and Boyle-McCauley neighborhoods to see the following:

**Trail & streetcar along former CPR lands north of the High Level Bridge**

The long awaited rails to trails 'Ribbon of Steel' project will see an asphalt multi-use trail and streetcar extension from Ezio Farone Park to Jasper Avenue, connecting to the existing trails in Raintown. This trail is the central link in the 60-km citywide multi-use trail corridor network. For now, the crossing at Jasper Avenue is an at grade intersection (\$1M will buy you the corner lot on 110 Street if bridge development is your fancy).

**100 Avenue lane conversion between 112 and 115 Streets**

Check out this recently resurfaced smooth roadway, which has different lane markings for a one-year trial period. Previously 100 Avenue had three sub standard width lanes (two westbound and one eastbound). Lane sharing between cyclists and motorists was very difficult. The trial has a single 4.5 metre wide traffic lane in each direction. In addition, the northbound to westbound left turn onto 100 Avenue from 109 Street has been banned to improve safety of the Ribbon of Steel crosswalk. Based on lane conversions in other cities, traffic volumes on 100 Avenue should be maintained, albeit speed restricted as the front vehicle sets the pace. Pedestrians also benefit by having fewer traffic lanes to cross. I still see many cyclists riding illegally on the sidewalk and since there will be lots of monitoring conducted in the area, be sure to counted riding along the roadway!

**Victoria Promenade (100 Avenue) contra-flow bike lane between 117 and 121 Streets**

This project addresses complaints of high-speed traffic and short cutting along Victoria Promenade, as well as conflicts between pedestrians and (banned) cyclists on the sidewalk. The two westbound traffic lanes will be reduced to a single 4.5 metre wide lane. Motorists and cyclists travelling west will share the lane, aided by trial paint marking of bicycle symbols and 'Shared Lane' text. A contra-flow bicycle lane for eastbound cyclists will be introduced along the southern curb face. Contra-flow lanes are bike lanes on one-way streets, such as the facilities on 127 Street in Westmount and 88 Avenue in Garneau.

Keep an eye out for Edmonton's first through lane for bicycles on the north side of Jasper Avenue at 121 Street to gain access to the contra-flow lane. At the end of the contra-flow lane, eastbound cyclists will cross to the northern sidewalk for one block and return to the road system at 116 Street.

Victoria Promenade provides an important connection between the trial 100 Avenue lane conversion, the Ribbon of Steel and Downtown. Victoria Promenade also ties directly to the on-road connection to the 121 Street multi-use trail at 105 Avenue.

**Northeast LRT Multi-use Trail**

You will soon be able to ride from 97 Street Downtown to Commonwealth Stadium along the LRT corridor. Trail construction this year continues eastward from 95 Street (at approximately 105 Avenue). A new pedestrian signal has been installed here which is one of the first of its kind in Canada. The signal parallels and incorporates the LRT, coordinating green walk times whenever a train is crossing.

The trail runs along the western side of the LRT corridor, next to the lighting and landscaping. There is also a marvelous legal graffiti mural to view at 95 Street. Remember that trains are to stay on the tracks and trail users are to stay on the trail!

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"The long awaited rails to trails 'Ribbon of Steel' project will see an asphalt multi-use trail and streetcar extension from Ezio Farone Park to Jasper Avenue, connecting to the existing trails in Raintown."

## City Transportation Updates

### Other Projects

The trail along the eastern boulevard of 91 Street continues between 51 and 58 Avenues. Continue north to access Mill Creek Ravine and the Argyll Velodrome/BMX track. The southward connection to Mill Woods community (39 Avenue) will be completed in 2004.

A one way ban has been implemented for eastbound vehicles on 103 Avenue heading to 116 Street, however cyclists can get through along the contra-flow bike lane.

A wide sidewalk is now complete along the west side of 66 Street between 12 and 23 Avenues.

Extending the 50 Street sidewalk north of Manning Drive, the sidewalk will be continue between 146 Avenue and McLeod Road.

Other facilities such as wide sidewalks or trails along pipeline rights of way are also being built during roadway rehabilitation and developer construction. Hope you enjoy them!

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 Claire Stock is a Transportation Engineer with the City of Edmonton. She can be contacted at (780) 496-2407 or [claire.stock@edmonton.ca](mailto:claire.stock@edmonton.ca) regarding bicycle transportation in Edmonton. Tune into CJSR FM 88 on Wednesday mornings to hear Claire on the Redbike Traffic Report for bicycling news, information and interviews.

## Bicycle Traffic Safety and Children

Have the child look ahead to where they are going, because a cyclist looking at their front wheel will sway as they micro-manage the bicycle's steering. Looking ahead also keeps the cyclist aware of what is coming, making it easier to plan their movements in traffic.

Next, it is critical that cyclists be Aware of their Surroundings. Looking ahead is no problem, but we have to learn to look behind as well, while still being Consistent and Predictable. Looking behind is accomplished by shoulder checking; practice is essential to allow cyclists to shoulder check while maintaining a straight line.

Use the same chalk line to help the child practice shoulder checking without wandering, and be sure to practice checking both to the left and to the right. Stand well behind the child, hold your arms up and down and have the child tell you where your arms are. This will force the child to have a careful look. Some people have poor peripheral vision and will need to put one hand on their hip and turn their heads right around in order to see clearly.

Finally, a cyclist needs to be able to Communicate Their Intentions. This skill is noted last for a good reason. It is far more important that the cyclist be predictable and aware of their surroundings than that they use signals. If the children and adults I have taught NEVER signaled once, but always cycled consistently, were aware of their surroundings, and acted accordingly, I would be very happy. This is not to say that signaling is a bad idea, but to say that it is the least important of the skills, and the first discarded in difficult situations. This is also why bicycle educators are so annoyed by most "safe" cycling literature, which shows an outline of a cyclist looking straight ahead while making the approved signals. As if signals are some sort of magic incantation to ward off all other vehicles!

Also, I do not teach the approved signals, which were developed for use by motor vehicle drivers. The signals are all made with the left hand because you cannot see the right hand of the car or truck driver and the right hand of a motorcycle driver is busy with the throttle. Despite their origin, most vehicle operators are not familiar with the hand signals and tend to misinterpret them. Children are often confused by the two different turn signals and will sometimes indicate a left turn, with their right arm extended and bent straight up at the elbow!!

Fortunately, the cyclist is free to use either arm. The best way for a cyclist to signal is the simplest: to point where you want to go. Point with the left arm extended to go left, and with the right arm extended to go right. This is very easy to remember and more importantly, very easy for vehicle drivers to understand.

Start teaching signals by having the child practice riding one-handed first, until they are comfortable riding with either hand off the bars. Remember, it is important to maintain a straight line while doing this.

*Continued on page 7*

## Book Review: A Woman's Guide to Cycling by Susan Weaver

A Woman's Guide to Cycling is a great book for any new cyclist or a nice reminder of the basics for seasoned cyclists. Even if you are not the hardcore racer type of cyclist, the book touches on various types of styles like the recreational rider and the backcountry rider. The beginners info such as how to buy the best bike for you, as well as the clothing and accessory discussion is assisted by the personal anecdotes throughout the book by women riders. I found the cycling goals the most inspirational. It makes you consider what you want to accomplish whether it be to complete a 100-mile ride or to cycle to work everyday.

This book delves into all areas of cycling, some that I never thought of like heart rate monitoring, helmet safety, nutrition, sharing the road, off-road biking, biking with your family, repairs and tips for cycling while pregnant. All of these issues are dealt with in a straightforward and simple manner. Susan Weaver creates an easy read manual that is useful for any cyclist. Nice diagrams and pictures help illustrate Weavers words.

There are a few areas within the book and one small section that are devoted to feminine matters. These sections are helpful since I've never read any other cycling book that deals with them so directly. Although men can read the majority of the book unabashedly, it is primarily helpful for women and deals with women's issues concerning cycling.

The back of the book features contact information and resources for cycling camps, organizations, products, benefit rides and bike tour vacation companies. Most are in the United States but there a few Canadian and UK contacts. After reading this inclusive resource manual I would suggest it to anyone, especially someone just getting on his or her bike for the first time.

*Review by Kerrie Gill*

### Pannier Snacks

Submitted by Kerrie Gill

Every bike enthusiast needs a little pick me up during an extended ride or to bring to the park for a snack on a nice day. Here is a quick and easy recipe courtesy of [ecofreek.7p.com](http://ecofreek.7p.com) for you to enjoy.

#### Treats for the Trails

1/3 cup each of dried apples, dried apricots, coconuts, chopped pecans, dates and raisins

1/2 cup sesame seeds

1/2 cup peanut butter or other nut butter

2 cups either cashews or peanuts

1/3 cup honey or corn syrup

Optional: 1/2 cup carob or semi-sweet chocolate chips.

In a large bowl stir mixture well. Shape into 1 1/2 balls. Refrigerate to set and store before tossing them into an airtight container to take on the trails. MMMMM Yummy, Yummy, Enjoy!

### Bicycle Traffic Safety and Children cont'd

Some children's bikes have very unstable steering geometry and it may be difficult for the child to maintain a straight line while riding one-handed. Try another bike if this happens. Next, progress to full signals with the arm fully extended horizontally. Finally practice all the skills together by having the child ride in a straight line, shoulder check, signal, shoulder check again and then turn.

Many of you will have noticed that I have not mentioned teaching the brake signal. Teaching children to stop with one hand off the handlebars is dangerous. I find it difficult to fathom why it is so prominently mentioned in "safe" cycling literature. A bicycle is not very wide and can easily be seen past, so the reason the cyclist is stopping should be readily apparent to all other vehicle drivers. And, to ensure a safe stop, all cyclists should keep both hands on the handlebars while braking.

In conclusion, we have noted that in combination with responsible supervision, teaching children to be Consistent and Predictable and Aware of their Surroundings, and to Communicate their Intentions clearly, will allow them to cycle safely in their neighborhoods.



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## BikeWorks Update

Ever wonder what is behind the magic mechanics do to your bike? Need a place to do the dirty work of cleaning and fixing your trusty steed? If so, EBC will amaze and gratify you. EBC exists solely to help cyclists. If you have a hankering to reduce the number of bikes you own, drop them off; if you always wanted to see the inside of a derailleur, step inside; if you wish to

start building your own trash crafts, check our supply of dead bikes.

Advocacy, Bike Repair, Other Bike-obsessed folk- find it all at EBC.

Come see us down the alley located at 10047 80 Avenue.

Call ahead at 433-2453 (bike).

## EBC Volunteers- We Want You!

2003 volunteer opportunities are as follows:

EBC needs a volunteer who has website updating skills. This position would require updating text and pictures to the EBC website. Please contact Brenda Heyer or Karly Coleman.

sealevel\_bug@yahoo.ca  
szara@telus.net

**Bike Parking:** If times are not noted, you can contact Carolina and she will have specific times.

**Dragon Boat Festival**  
August 15-17

**Heritage Festival** August 2-4

**Fringe Festival:**

August 14-24 only Friday nights,  
Saturday, Sunday

**Symphony Under the Sky:**  
August 28<sup>th</sup>- September 1<sup>st</sup>

**Annual General Meeting:**  
September 20<sup>th</sup>

Edmonton International Hostel  
81 Avenue at 107 Street  
Please come and give your support,  
ideas and inspiration.

**Volunteer Appreciation Party:**  
September 27<sup>th</sup>  
Queen Alexandra Hall

Carolina Hamilton: phone 973-5094

## EBC Membership Form

Today's Date:

Name:	<b>Membership Costs and Benefits</b>
Address:	
City:	
Postal Code:	
Phone Number: (wk) or (hm)	
Email Address:	
New Member or Renewal?	
Do you want to volunteer?	
Newsletter?                      Bike Parking?	
BikeWorks?                         Other?	

Family \$25.00:  
Individual \$20.00:  
Low Income \$15.00:  
Supporting Member \$55.00:  
Donation:  
The privileges of membership are receiving this newsletter, BikeWorks discounts, social events, bike store discounts, feeling good from supporting Edmonton's cycling community. Thanks!

Mail this subscription and cheque to:                      PO BOX 1819 Main Post Office Edmonton, AB T5J 2P2.