

YFS flexes its provincial muscle

by Peter Stathis

The Ontario Federation of Students (OFS) held its annual general meeting in Windsor from June 10 to June 17. York Federation of Students (YFS) sent four representatives to the conference (the most delegates of any OFS member), and achieved what YFS President Jean Ghomeshi called "a strong show of solidarity from everyone" at the meeting.

1990 was the first year that YFS decentralized its four votes, which normally come exclusively from the YFS executive. Ghomeshi was enthusiastic to more democratically represent York's diverse interests and concerns.

Two votes were kept for Ghomeshi and Mitchell Blass, VP (External Affairs); one vote was given to Pierre Racine of Glendon College; the fourth vote was given to Rob Centa who represented the

constituency of York Main colleges.

Returning from the Windsor meeting, Ghomeshi felt more strongly committed to OFS than ever before, calling it "the only legitimate medium for a province-wide student movement." The current YFS believes that York students can directly benefit from OFS because as members they can openly influence its agenda to address York concerns at the provincial level.

Everything OFS does is contingent on the membership's demands, said Ghomeshi. He illustrated this point by citing his election to the Chair of the Union of Ontario Undergrads (UOU), as well as Chair of the Race and Ethnic Relations Ad-Hoc Committee (one of his long-standing concerns.)

One of the most concrete motions reached at the OFS conference was a "provincial day of

action against racism on campus" scheduled for Wednesday, November 21. Ghomeshi said that student power comes only after student awareness.

While Ghomeshi admitted that continued OFS membership is crucial for maintaining this kind of local momentum, he did not want the YFS executive to force issues or make elitist decisions. Instead, YFS plans to issue frequent press releases, hold open forums and ask grass-roots student groups and campus coalitions to help them educate York about the pros and cons of OFS.

Ultimately, Ghomeshi is hoping this kind of approach will reduce York's notorious apathy because individual students will "know they can make a difference."

Another substantial achievement for YFS was its new bilingualism programme, which was recognized and applauded universally at the conference. A

motion was passed to treat York's programme as a case study for other OFS members interested in becoming bilingual. YFS will prepare a report on how to establish, integrate, and finance a bilingual programme on Ontario campuses.

One of the more significant motions that was only narrowly defeated was "congruent competency," which seeks to combine the provincial OFS and the national CFS (Canadian Federation of Students) into one united movement. Several universities, such as Ottawa, Brock and Waterloo, belong to both organizations and wanted to consolidate their common agendas into one federation: the CFSO (Canadian Federation of Students of Ontario), which would cost students a total of seven dollars per year. The four York delegates withdrew their votes on this motion because they wanted a clear OFS mandate from

York students before venturing to discuss CFSO membership.

YFS voted to join OFS in early June, ending three years of disagreement and animosity regarding membership and accumulated fees totalling close to \$100,000. In return, YFS has agreed to conduct a referendum this October to let students decide whether York's OFS membership should continue.

Membership in OFS would cost each student and additional three dollars on their tuition statement. Ghomeshi stressed that "other universities are very excited about York becoming permanent OFS members and will be watching the referendum very closely."

For Ghomeshi, OFS membership must be decided based on each individual's commitment to bettering student life. He asserted, "the question is not how effective OFS is, but whether you believe in a consolidated student movement."

Metro cyclists need separate lanes

by Jason Nolan

Will 1990 be remembered as the year that we finally adopted an environmental perspective on the growth and development of Toronto? If the cyclists have their way, it will be.

About 120 two-wheeled devotees participated in *Cycle City: Bicycle Lanes for Toronto*, a panel discussion with moderator Christopher Thomas of CBC's Radio Noon, hosted by the Toronto City Cycling Committee (TCCC) and the Canadian Stage Company.

The event was part of "Bike To Work Week" sponsored by the TCCC; the 1990s expansion of last year's "Bike To Work Day." Riding from June 5-17, bike-a-thons, breakfasts, theater presentations and an awards ceremony were all part of this year's focus on the cyclist as commuter. At the center of these events were 17 proposals published by the TCCC under the title "Bike To The Future," which outlined the committee's goals for promoting cycling as a commuting alternative in the "central arena" of downtown Toronto.

Possible cycling models were introduced by Daniel Egan, the cycling planner for the City of Toronto. His slide show of cycling experiments in Europe, focusing on the advances made in our twin city of Amsterdam, presented strategies on separate cycling lanes.

Panelist Walter Oster, organizer of a waterfront rally against cycling lanes on Queen's Quay, upset many cyclists with his deferral to the a priori entitlement of merchants and condo residents to personalized motorized transpor-

consideration" asked for by Oster had never been extended to cyclists in the past. There was common agreement that cycling commuters have been ignored by city planners, politicians, and motorists alike, and are left to fend for

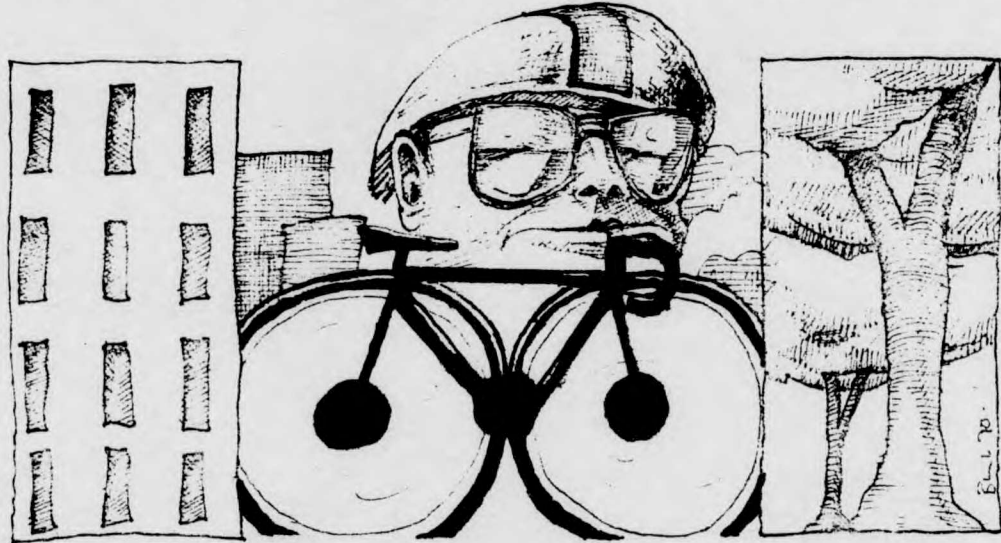
argued, in which the city planners must work to develop alternative modes of commuting into the downtown core. Churley lamented the fact that our unhealthy obsession with the car causes neighbours to fight over

space. This is done while ignoring the detrimental environmental impact of the automobile.

Environmental psychologist and York PhD candidate John Dunbar placed himself in the middle of the conflict by noting that social and civic change, which up to now has only crept forward via conflict and political compromise, must now incorporate a strategy of consultation. All parties must be included in the process. Moreover, he suggested that this change cannot be accomplished at the provincial or civic levels of government, but rather at the primary community level. Although he did not state clearly how community decision-making could solve problems such as installing and maintaining city-wide cycling lanes, everyone seemed to agree with his "grass roots" approach.

When asked if City Council could be motivated by a visible show of support for the TCCC's proposals, Churley admitted that a petition of some 70,000 signatures would probably help the committee achieve its aims. The estimated number of commuting cyclists in Toronto is 70,000.

Jerry Lee Miller, host of 2X4 on CIUT-FM took up the challenge. Interested parties who wish to "get active" in the name of cycling lanes should contact him, writing to the Mayor and contact Marilyn Churley at 392-7914 or the TCCC at 392-7592.



tation. Oster also commented that "cyclists are not as observant of pedestrians, as are motorists," and the "remaining public must also be given fair consideration" in the construction of any cycling lanes which might impinge on their rights as motorists.

His tendency to interrupt others and his constant referral to the single issue of Harbourfront angered some participants to the activist, noted that the "fair con-

themselves in heavy traffic. Churley's committee, along with most of the attendees, favour separate cycling lanes in one form or another. The exception may be bicycle couriers who find that cycling lanes restrict their freedom of movement.

As Churley said, in pressing for improved conditions, cyclists are "just trying to get a little edge" on the polluting motorists. The environment is the "context," she

parking spaces, oppose affordable housing (which is felt to increase population density and point that many of his positive comments in support of cycling could not be heard above the cat calls.

TCCC chair and councillor for Ward Eight Marilyn Churley, a self-proclaimed environmental demand for street parking), and even oppose cycling lanes because of concern over parking

LET US PREPARE YOU
FOR THE
OCT. 6, 1990 LSAT
OR THE
OCT. 21, 1990 GMAT

- Each course consists of 20 hours instruction for only \$180 or 32 hours for only \$245
- Courses are tax deductible
- Complete review of each section of each test
- Extensive home study materials
- Your course may be repeated at no additional charge

Classes for the Oct. 6, 1990 LSAT
20 hour course: Sept. 8, 9, 22, 23, 1990
32 hour course: May 8, 9, 22, 23, 1990

Classes for the Oct. 21, 1990 GMAT
20 hour course: Oct. 12, 13, 14, 1990
32 hour course: Oct. 6, 7, 13, 14, 1990

For information:
GMAT/LSAT Preparation Courses
(416) 923-PREP



Crystal Court

FINE CHINESE & SZECHUAN CUISINE
Fully Licensed

1300 Finch Avenue West, Downsview, Ontario M3J 3K2
(Keele/Finch)

- *Dining Lounge
- *Business Luncheon Special
- *Take Out or Delivery
- *Special Occasion Party & Birthday Party

無任歡迎
堂食外賣
炒粉麵飯
煲仔鐵板
名爐燒臘
粵菜小炒

Delivery start at 11:30a.m.

739-6600

華晶閣



Toronto
Art Therapy
Institute

The Toronto Art Therapy Institute and the Institute for Arts and Human Development at the Lesley College Graduate School in Cambridge Mass. have completed arrangements for a co-operative program of studies leading to a masters degree in the expressive arts therapies. Students and graduates of the Toronto Art Therapy Institute 2 year diploma program, are eligible to apply to the Lesley College Masters degree program in the Expressive Art Therapies where their graduate-level training at the Toronto Art Therapy Institute will be given credit as part of the Lesley Masters program.

To complete their Masters degree, students spend two summers at Lesley College for 2 five week periods. If you would like to receive further information about this joint effort, please contact our office and a staff person will be pleased to talk to you.

216 St. Claire West Avenue,

Tel: 924-6221.