



# NEWSLETTER

Citizens

For

Safe

Cycling

June 1990

Volume 06 Number 3

## CfSC Annual Picnic

**Who:** All CfSC Members and their families/guests.

**When:** 6:00 pm Thursday June 28, 1990.

**Where:** Vincent Massey Park Section M.  
(Just west of parking lot, north of Heron Rd.)

**What (to bring):** Bikes, BBQ's, Food, Drinks and Happy Dispositions.

**Information:** 722-4454

*See You There!*

## Urban Tour: Saturday June 23

by Peter McNichol

The Education Committee of CfSC will be holding its first urban tour on Saturday, June 23. The urban tour will introduce light traffic skills needed for proper road navigation to cyclists uncomfortable with cycling in traffic.

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The ride will start at 10 am from Lois 'n' Frima's Ice Cream Co. at 361 Elgin St. It will be led in single-file group fashion. There will be an experienced CAN-BIKE instructor leading the tour and another trailing. The ride will include Elgin Street, Rideau Mall, Mackenzie King Bridge, Queen Elizabeth Drive, Booth, and Wellington Streets.

The ride will last about one hour and end again at Lois 'n' Frima's Ice Cream parlour where everyone can treat themselves. To register phone Peter McNichol at 592-7620.

## CfSC Welcomes City of Gloucester as a Corporate Member!

Thanks to Superintendent of Roads, and fellow cyclist, Don MacDonald for initiating a city order for a CfSC membership/subscription.

(Brett's note: I chatted with Don on the phone several months ago about his department's work to improve existing Gloucester roads for cycling. It was memorably pleasant to talk with a municipal employee interested in responding to the needs of cyclists, and proud of what his department had done so far.)

## CfSC Receives \$1500 Grant for Bus Posters

The City of Ottawa has awarded a second \$1500 grant to CfSC for putting posters outside buses that encourage motorists and cyclists to "share the road." CfSC member Heather Scales, a professional graphics designer is developing the artwork. Watch for the posters, Real Soon Now.

## ***Let's Share the Road***

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The **CfSC Newsletter** is published six times a year by Citizens for Safe Cycling. It is distributed free to members and other persons interested in safe and efficient cycling in Ottawa-Carleton. Membership in CfSC is open to everyone - an application form appears on the last page of the newsletter. Opinions expressed in this newsletter are those of the authors and do not necessarily represent those of Citizens for Safe Cycling, its executive, or members, unless explicitly noted.

Citizens for Safe Cycling is the non-profit association that promotes safe and efficient cycling in the Ottawa-Carleton region by advocating:

**ACCEPTANCE** of the responsible cyclist as a legitimate road user;

**EDUCATION** of all cyclists to improve their riding and traffic skills, and also of other road users to help them accommodate cyclists traffic as part of their normal driving skills;

**IMPROVED ENGINEERING** to facilitate cyclist traffic, such as proper traffic control systems, adequate lane width, and sufficient secure parking;

**LEGISLATION** that is effective and properly enforced;

**REPRESENTATION** of cycling issues to all levels of government.

The CfSC executive meets at 7:30 pm on or about the third Tuesday of every month. All interested persons are welcome to attend the meetings. Phone the secretary to determine the exact date and location of the next meeting.

We Need Volunteers to do an effective job. If you would like to join the team call the appropriate committee chair for details.

<b>Citizens for Safe Cycling</b>		
208-190 Somerset St. W. Ottawa, K2P 0J4		
<b>President</b>	Brett Delmage	722-4454 729-0323
<b>Past President</b>	Ewen Todd	225-4316
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<b>Education Committee Chair</b>	Peter McNichol	592-7620
<b>Facilities Committee Co-Chair</b>	Sid Board	226-7319
<b>Facilities Committee Co-Chair</b>	Avery Burdett	729-5480
<b>Legislation Committee Chair</b>	Peter James	728-2187
<b>Membership Chair</b>	Jackie Madill	824-9440
<b>Newsletter Editor</b>	Carl Roth	526-2900
<b>Promotion Committee Chair</b>	Vacant	
<b>Ottawa Cycling Advisory Group Representative</b>	Alayne McGregor	722-4210

Discounts are available to members at the following shops: Bicycle Revival, Bike Stop, Ottawa Bikeway and Fresh Air Experience.

### **Newsletter Submissions:**

Articles for publication and letters to the editor expressing opinions, suggestions and support are both welcome and encouraged. Articles and correspondence can be submitted electronically by modem, magnetically via 5.25 inch (3.5 inch if necessary) IBM compatible floppy disk or manually. Electronic and magnetic submissions should be in either WordPerfect or DOS ASCII format and be single spaced. Manual submissions should be double spaced and typed if possible. Submissions should be mailed to CfSC Attn: Editor CfSC Newsletter or if timings are critical, directly to:

Carl Roth  
53-2570 Southvale Cres.  
Ottawa, Ont.,  
K1B 5B7

Electronic submission can be arranged by contacting the editor at (H) 526-2900 or 521-2784 or (W) 992-3956.



## the Squeaky Wheel Car-free or care-free?

by Brett Delmage, President

Well, richer and healthier anyway! Alayne McGregor and I gave up our car at the beginning of 1989. What a great way to start the new year! As we drove home after watching the NCC's New Year's fireworks the car's brake system had a major failure (master cylinder leak). That was the beast's first and last trip in 1989. A short time later (August!), I had a wrecker tow it out of our driveway.

The decision not to repair my car (again) was not as hard as you might think. I was sick of car expenses bleeding my bank account empty and concerned about my weight. We were more frequently worried about the damage to the environment and our community caused by our motoring.

The decision to commit to bicycles as our main mode of transportation was easier to make. Neither Alayne and I had been motorists until after 25. I had been a utilitarian and commuting cyclist for more than twelve years; Alayne for two. We live in Ottawa's near-west-end on a major bus route, and close to the transitway. No children to have to drop off at day-care, etc.

Of course many people don't live in Barrhaven, and have good access to shops and buses.

So, how has car-free life changed?

I always seem to have "extra" money now (and NO, you can't have it!) According to the Canadian Automobile Association, we're saving over \$5000 per year by not owning and operating a car. That doesn't include hidden costs of environmental damage or infrastructure support (roads, etc.).

Think how much difference \$5000 per year can make in saving for a house or paying off your mortgage. Or how many spiffy, new bikes you can afford every year! No nagging guilt about operating the greatest-polluting device that any family typically owns.

Alayne and I never get upset about major car repair bills anymore, or have to make time for this or that routine maintenance. We repair our bikes ourselves, in our garage, and know that some mechanic didn't rip us off.

Of course, we have to cycle in the rain and wind and winter and when we're tired or else support OC Transpo, or a rude, obnoxious taxi driver. Sometimes, especially when we're late and in a real hurry, taxis take forever or are unavailable. Ditto for when we are otherwise unable to cycle. Not all our

purchases can be taken home by bike, even in the Burley trailer.

The car has its uses -- at a price. Alayne and I won't be burning our driver's licenses just yet; its reassuring to know we can rent a car when required, although we haven't done so since becoming car-free.

Depending on my bicycle practically every day has made me more aware of the problems that cyclists face. Lack of parking, bicycle theft, lack of training by cyclists and motorists' and other cyclists' irresponsible behaviour... those are some reasons I strongly support CfSC. Thank you for your support, too. Please take a few minutes this week to tell your cycling friends, co-workers and neighbours about our work, and ask for their support. We need each other.

Other members and local residents are committed cyclists and car-free by choice. Treasurer Celia McInnis, Cycle Watcher David Nobbs, City of Ottawa Alderman Nancy Smith (who recently purchased a new bike and helmet and is regularly cycling to city hall - congratulations and welcome back to cycling!).

Are you car-free or thinking of joining us? We would like to hear from you, and add you to a growing list. Leave your name and number on the CfSC machine at 722-4454. I would like to organize an informal get-together in the future.

## Cops CAN-BIKE!

by Peter James

As noted in recent newsletters, the Ottawa Police Force has established a bicycle patrol this year. For police officers, the bicycle is a tool which increases mobility and permits more efficient use of time, particularly in congested areas. Many cyclists use bicycles for utility travel for precisely these reasons.

At the invitation of the Safety Council, four of the patrol officers recently took the Can-Bike Skills II (advanced level) course. The Can-Bike Skills II course provides a solid basis for the safe use of bicycles in all traffic conditions by studying:

- the bicycle as a machine,
- accident statistics,
- general traffic principles,
- specific traffic cycling principles,
- utility cycling,
- emergency manoeuvres,
- and other related topics.

The course was taught by Peter James, with assistance from

Bruce Timmermans. The course material was compressed into an intensive weekend of lectures and on-road practice, followed by a week for review and practice before the written and on-road exams. This short period required a significant commitment on the part of the officers, and it is to their credit that they were willing to make the effort necessary for the course to be a success.

We are pleased to report that all four officers were successful. CfSC congratulates Constables Alain Cammaert, Brian Edge, Paul Ingram and Thomas Mosco on completing the course, and we look forward to seeing you on the road!

Editor's Note: For more information on the Can-Bike series of courses contact the Ottawa-Carleton Safety Council Bicycle Division at 238-4947.



L-R: Constable Alain Cammaert, CfSC President Brett Delmage, Alderman Nancy Smith (Ottawa) at press conference to announce Ottawa Police Bicycle Squad, May 22, 1990

## Cycling Plan Wanted for Ottawa

by Alayne McGregor  
CfSC rep, City of Ottawa Cycling Advisory Group

The City of Ottawa Cycling Advisory Group is continuing to pressure the city to start preparing its Comprehensive Cycling Plan.

The cycling plan was called for in the city's draft Official Plan in order to encourage all uses of bicycles, both recreational and utilitarian. It is supposed to cover all aspects of cycling within Ottawa, from parking to road maintenance to law enforcement to education to reasons why people do and do not cycle.

In May, the advisory group submitted a draft outline for the cycling plan, and asked for a meeting with city staff. As of the end of May, the group still had not heard from staff, and has asked again for a meeting by mid-June, in order to keep up momentum on the project.

In other work, the group has:

- urged the city to start work on the terms of reference for further studies on redeveloping the Rideau St. Mall. The work is currently stalled because of an appeal by merchants who object to its cost; OCAG believes that preliminary work

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can be done without prejudging the appeal;

- prepared guidelines for bicycle parking racks (including location and installation);
- pressed for the building of the Somerset St. pedestrian/cyclist bridge
- examined capital project requests for their impact on cyclists;

- written to Jean Pigott, chairman of the NCC, suggesting ways to improve the NCC's lack of communication with cyclists who use NCC roads and pathways;

- started drafting the format of a user survey of Ottawa cyclists, to discover what routes they use, what they use their bikes for, what problems they encounter, and what they would like to see improved.

The group also opposed a motion by the Sault Ste. Marie Safety Council that would ban winter cycling. The group pointed out that the Sault motion was prepared without consultation with cyclists and had no scientific data to support it. In fact, several members pointed out that winter cyclists had a much lower rate of accidents than summer cyclists, because winter cyclists had more experience.

## Classy Cyclists

CfSC received several formal invitations to attend the opening ceremonies on May 23 of the new Regional Headquarters (Ottawa-Carleton Centre). The invitations read "Black Tie optional." (Some of you may have read in the Citizen that Chairman Andy Haydon told regional councillors that it was not optional for them, and several vocalized strong objections).

CfSC executive members, being the classy people they are, didn't need Andy's advice. Peter McNichol, Alayne McGregor and Brett Delmage attracted many glances and several compliments when they showed up "in black and white" - black ties, white shirts and (what else?) black cycling shorts.

Who said formal can't be fun? Thanks to Peter for the idea.

## CfSC in the Movies

by Brett Delmage

CfSC members are going to be in the movies again! You can be too!

Last August, Sunny Maya, Alayne McGregor, Celia McInnis, Peter McNichol and I loaded six lawn chairs, radios, snacks and drinks into two Burley bike trailers and cycled to the Britannia Drive-in Theatre, where we again proved that

It's Better by Bike! (and that CfSC members consider bicycles opportunities, not barriers). All agreed that it was more fun to watch the movies in the fresh air, unconstrained by a metal shell and windshield.

We're planning to go to the movies again this year. Want to join us? Only requirement is that you bring your own chair, if required. Yes, it is possible to strap a lawn chair to the side/top of a rear carrier! (Ask Brett) Or a hibachi - ask Don-MacIntosh.

Leave your name, number and thoughts on our machine at 722-4454.

## Cycling for the Earth

by Alayne McGregor

Everyone says that cycling is great for the environment. But how do you persuade people to do it?

CfSC tried a few methods during Earth Week this April.

In early March, the regional transportation commissioner, Mike Sheflin, suggested that the region promote alternative modes of transportation during Earth Week to help the environment. When CfSC saw his letter during our regular review of the Transportation Committee agenda, we looked for the ways he planned to promote these modes -- and found nothing.

CfSC decided to step into the breach.

We sent a letter outlining several suggestions on how to promote cycling and cycling/transit to the committee. In late March, I appeared before the committee, and persuaded them to, during Earth Week:

- distribute an information package on how to commute to work by bicycle at the regional headquarters and local city halls;
- sponsor and advertise a bicycle route information line (run by CfSC), where cyclists were able to phone in for advice on cycling routes to work;
- encourage people who live further away from work to cycle to their nearest transit station and take the bus from there. The Region rented extra bike racks for Baseline and Blair Stations for those cyclists to use; and
- advertise that committee members themselves were setting an example by trying other alternative methods of transportation during Earth Week.

The committee members were very positive and interested in the idea (they appreciate proposals that cost little and made them look good). We figured it would be easy.

The information packages (which we wrote and compiled) were an unqualified success. The 150 English and 50 French packages disappeared very quickly, particularly at the city halls in Nepean, Ottawa, and Kanata. We went to a second and third printing of the English packages just to keep up with demand, and we think we could have distributed many more.

The information hotline attracted 45 callers wanting route or similar cycling information. Their routes went all across the region, from Orleans to Kanata. Even with the regional bicycle map and our knowledge of good cycling routes, it was quite a challenge to figure out some routes.

Some cyclists used the racks at Blair Station, but we didn't see any at Baseline Station. This may be caused by poor weather or by the location of the racks. On the Tuesday morning, we had volunteers waiting at Blair and Baseline to offer free bike inspections; no one took up the offer, probably because of the rain, wind, and bitter cold that morning.

We would like to thank Doug Brousseau and Nicole Levesque at the Region for their prompt and unstinting help in getting the project together. Terry Smith and his staff at Bike-Up Canada (who provided the rented bicycle racks at the transit stations) were incredibly patient and efficient. Nicole Bouvier and the other staff at the Gloucester Centre mall were glad to find a location for the bike racks at Blair Station.

We can't say the same for OC Transpo.

The original plan called for volunteers to distribute juice and muffins to cyclists at transit stations to reward them for cycling. Transpo staff vetoed that idea because it might have led to people eating on buses.

When we asked for permission to put up extra racks at Baseline Station (beside the already-existing racks), Transpo staff were slow in returning our calls and initially very hostile. They insisted on viewing the site themselves and then refused to make any effort to do that quickly enough to meet deadlines.

Transpo staff finally relented and gave permission for the racks on the last working day before Earth Week, shortly after a CfSC representative discussed the situation with Transit Commissioner Jacqueline Holzman's office. We appreciate Commissioner Holzman's assistance.

Of course, a project of this size required CfSC volunteers. Brett Delmage and I wrote the material, handled phone calls, and handled the many details needed to get the project underway. Bruce Timmermans did phone duty, and Jacqueline Madill and Sid Board talked to cyclists at the transit stations.

## Facilities Committee Report

by Avery Burdett

(for Sid while he's away dodging lorries going the wrong way around roundabouts in England!)

Sid Board may be hooked on HAIKU (see last month's Facilities Report) but all of us on the Facilities Committee are definitely committed to getting better cycling facilities in this region.

The big achievement in April was to get Nepean politicians to vote in favour of funding for paved shoulders of at least 1.5 metres on Highway 16 between Fallowfield Road in the south to the City of Ottawa border at Fisher in the north. The province had already planned to repave this stretch of the highway without any consideration for cycling needs. Because of CfSC's efforts, these needs now will be mostly met.

Work will have started by press time and will be completed this summer, so cyclists using this road to connect to Hog's Back, Hunt Club Bridge, Colonnade Industrial Park, and south east Nepean locations are going to find the route safer and much more enjoyable.

How did we manage this? Well, starting back in 1988, Ewen Todd and other Facility Committee members familiar with this stretch of Highway 16 met a number of times and agreed upon what was needed to make it suitable for cyclists. We developed a strategy to get our ideas across. Then Brett and those of us who are also Nepean residents briefed almost everyone who we thought could have a direct influence on getting the work done. This included politicians and staff at both the provincial and municipal levels, and community associations in close proximity to the highway. Although not critical in this case, community associations supported us. We made it easy for them by drafting letters for their signatures. Associations carry significant weight with politicians and their support should always be solicited.

Provincial politicians and staff at both levels of government were generally non-responsive, seemingly spending their efforts on finding regulatory and jurisdictional excuses for doing nothing. In comparison, local politicians definitely were responsive. It seems they carefully listened to our solicitations, ignored city staff's objections and voted for the funding in quick order. Which goes to prove if you persevere long and hard enough, sooner or later you'll find someone in the system who will do something, if for no other reason than to get rid of you (although this did not occur in this case)!

Now a question for members of CfSC. Which politicians can you influence to get the cycling facilities you would like to have in your area? Give US a call, we'll give YOU a hand.



## Membership Update

by Jacqueline Madill

Spring is the season of renewal and CfSC is no exception. Thanks to all our members for your support. We appear to be a mobile group with many members leaving town. A special thank-you to a few members who continue their support from distant locations.

Bicycling has finally come of age. CfSC attracted a fair amount of attention at the CBO Morning environmental fair. Cyclists were well-represented. At 5:50 AM I locked my bicycle to one of the last available trees. At 6:30 AM three bicycles were attached around the same tree. From my station at the main entrance, I could not help but notice that many of the visitors had bicycle helmets and telltale shorts. It makes sense to see so many cyclists at an environmental meeting. Bicycling is a method of transportation which is not harmful to the environment. Cycling is a quiet activity. It takes up little road space, stimulates the senses in a pleasant manner, and does not require combustible fuels. From the number of bicycle helmets at the Environmental Fair, it is obvious that many people feel this is the way to go. Thanks to CBO Morning our membership grew with a jump! CBO Morning traffic reporters would appreciate hearing your traffic updates after you arrive at work each morning.

CfSC is proud to announce a new type of membership, **Corporate memberships**, which include advertising benefits, a subscription to the CfSC newsletter and a framed certificate. Improved attitudes towards cyclists means better business for bicycle stores, and locations catering to cyclists. Call Jacqueline Madill for additional details.

## No Bicycle Parking at New O-C Centre

There's no satisfaction for visitors and staff that cycle to the new Regional Headquarters. The RMOC did not provide any bicycle parking, for one month, although an 830-car underground car parking garage was completed and operational several weeks before the \$87-million Centre opened.

On May 26 at "Community Day", an assembly of community group's booths and special events, CfSC members John Andrea and Peter McNichol counted as many as sixty-four bicycles locked to temporary fences and other structures located around the Centre.

CfSC president Brett Delmage inquired of the Building Manager, when he discovered the total lack of bicycle parking only the week before the Centre opened. Initial calls were not returned. Staff responded that "it's a wait-and-see situation" to a question about the quantity of bicycle racks to be provided.

Brett and CfSC's Facilities Committee Co-chair Avery Burdett met with the manager on May 30 to discuss bicycle parking requirements and standards. CfSC provided literature on selection of and placement of bicycle parking, and received a plan of the site on which we marked our recommendations.

CfSC's recommendations include parking for visitors and bicycle messengers at four major entrances, protected from the rain, and visible to pedestrian traffic to discourage theft and vandalism. At CfSC's request, Chris Bradshaw, an Ottawalk executive member and CfSC member, reviewed the recommendations to insure that pedestrian safety and convenience was not adversely affected. Recommendations respected the extensive artwork located around the building. CfSC also consulted extensively with Don Gaul, an employee of the RMOC Transportation Department and its bicycle coordinator, who has also been pushing hard for bicycle parking.

At the May 30 meeting, the manager initially said nothing about employee parking until questioned, and then indicated that nothing would be in place this summer. He did indicate that parking protected by a locked cage or surveillance camera could be in place next to the fitness centre (showers) by next year. He showed little support for prompt installation of secure parking until then. CfSC has recommended that several racks be provided in the garage, within view of the parking attendant that is always on duty.

The architect for the project specified that two ten-station racks should be located near the covered bridge linking the old and new buildings. The racks were installed in mid-June. This location isn't sheltered from the rain or particularly close to any entrance.

Members of CfSC's facilities committee will continue to work for nothing less than excellent bicycle parking at the Ottawa-Carleton Centre. As a publicly-funded facility, parking must be provided for all customers (taxpayers). The RMOC should be actively and strongly encouraging employees and visitors to use bicycles instead of cars whenever possible. The present situation clearly actively encourages automobile use while discouraging bicycle use (one employee's locked bicycle was already stolen).

If more regional employees and politicians used bicycles to commute to work at least sometimes, they would not only experience the benefits and joys of cycling, but the danger-

ous and unpleasant conditions that cyclists sometimes face as well. These problems are ones that many of them can do something about in their daily work.

If you find this situation unacceptable then phone or write your regional councillor. Call CfSC if you would like to know the status of the parking facilities.

## News from the East: *bicycles and wildlife.*

by Jacqueline Madill

So what is the connection between bicycles and wildlife? If you live out east and read the Orleans Star and L'Express you may already know the answer.

Our newest celebrity, Martin Kastner a resident of Beacon Hill, is a dedicated conservationist who wants to raise money for the environment. He is organizing his own bicycling crusade to help save the wilderness.

Cycling is another of Kastner's passions. In 1988, he completed a 2,300 km tour in South Africa. "It was a constant struggle against floods, road washouts, tire punctures and wind vortexes from passing trucks. Storm winds literally blew me off my bike three times." Kastner started cycling for his health and claims that thanks to this sport he is healthier at 44 than he was 13 years ago. His current plan is another rigorous tour, a 40-day bike ride 6,700 km across Canada starting July 1, 1990. It will be a 40 day bicycle/camping trip. Not too easy.

This tour is also a quest to raise money for Canada's wildlife. Kastner as a conservationist has agreed to solicit contributions from people for the World Wildlife Fund of Canada. Pledges will go towards the project for "Endangered Spaces". The World Wildlife Fund saves endangered spaces in order to save endangered species. Endangered Spaces aims to establish reserves in each of Canada's 300 ecological regions. In his own way, Kastner hopes to help preserve our natural heritage.

To sponsor Martin Kastner on his cycle tour for the WWF, you can call 747-1708.

## How to Share the Road: *Buses & Trucks*

by Peter McNichol

With the problems last year that some cyclists had with OC Transpo buses and with the recent attitudes expressed by OC Transpo management, it is important you know how to share

the road with buses and other large vehicles.

It should be noted that there is very little bus driver education about sharing the road with smaller vehicles, including cyclists. It should also be noted that some management personnel, namely Mr. Bonsall, do not think we should be on the road, let alone on any OC Transpo route.

- First of all, do not ride in the gutter, or through catch basins or any really bumpy part of the road.

- Drive on the road and use the road you feel most comfortable with. If it is a good road for you it is probably a good road for OC Transpo.

- Do not use inferior roads or pathways. You are entitled to the road and should know enough to feel confident using it.

- Know what is behind you and ahead of you at all times.

- Insist that large vehicles pass you in the next lane when lane width is inadequate to share.

- Watch for buses approaching from behind when in the vicinity of a bus stop.

- Do not play cat and mouse with an OC Transpo bus. Get ahead of him or stay behind him. Do not frustrate the driver or yourself by passing them at every stop.

- Watch for vehicles failing to yield right of way and turning into your path. This is where your instant turns come in handy.

- Also watch for large vehicles making wide turns across your path.

If you have a problem with an OC Transpo bus take down the following information in order of importance: four digit bus number, location, time, route number, licence plate, driver's id number. Then phone OC Transpo Customer Service at 748-4408 and report the incident. ASK FOR A CALL BACK. Then phone CfSC/Cycle Watch 722-4454 and report the incident for our own records.

If you have any problems with other large vehicles the following information should be recorded: licence plate, company name, company vehicle number, description of driver, witness of action, and of course, the date and time. Then phone the offending driver's company and report the incident. Also phone CfSC/Cycle Watch. Many companies care about their image and their drivers obviously have a lot to do with that. Be polite and firm and you will probably get a positive response. Many cyclists have.



If you feel you were endangered or your vehicle(bicycle) was damaged in the incident, report it to the police and demand your right to a police report. Also report the offending driver and request to have him/her charged. This may involve a court appearance but it is well worth the trouble if one driver and his/her respective company get the message.

## CfSC Booth Booster

New member Ros Tosh wrote "The representatives who attended the Newswest Bicycle Exchange on May 5th were terrific!". Thanks Ros, and welcome to CfSC! Thanks also to CfSC volunteers Keith Snider and Neale MacMillan who obviously did a great job answering bicycle sellers' and buyers' questions about cycling routes, courses, techniques, helmets, commuting, equipment, child carriers, advocacy and who knows what else!

And how about a few cups of coffee for Paul Davis and Peter James, who were hard at work at 6 am in our booth at CBO Morning's (Radio 920) Environment Fair on April 26. More coffee for Bruce Timmermans, Sid Board, and Henry Starzynski who took over from 7:30 to 9! There were lots of inquiries to keep them awake, and our "How to Commute to work in Ottawa-Carleton" packages sold out.

Keith Snider, Lisa Patterson and Alayne McGregor also did a very capable job selling the bicycle as an environmentally-friendly form of transportation at the Earth Day Eco-Fair on (surprise!) Earth Day, April 22.

We unveiled our attractive new booth banners and display boards at the Ottawa Bicycle Show on May 27. Many new members and a few veterans too came out and helped run the booth. Thanks to Alayne McGregor, Heather Scales, Shawn Ladd, Elizabeth McJanet, Garry Belamy and his wife Brenda Dikland, Neale MacMillan, Lawrence Howman, John Mlacak, Avery Burdett, Jackie Madill and Don MacIntosh, who worked the crowds on the floor.

CfSC's regional representation really showed, with cyclists from Kanata, Nepean, Ottawa and Gloucester all working together to answer many inquiries about commuting and urban cycling that we received during the eight hour show.

On the down side, it took Brett almost as long to phone members and find volunteers as the show was long.

CfSC and the Ottawa Bicycle Club (OBC) jointly sent out a complimentary pass to all regional and municipal politicians in Ottawa-Carleton. Although we're not sure which ones attended, we received pleasant acknowledgments/regrets from David Pratt and Gord Hunter (Nepean) and Jacquelin

Holzman (Ottawa).

The OBC is to be commended for organizing what appeared to be a really successful show. If you missed it this year, don't miss next year's show!

A final thanks to Alayne McGregor, John Andrea and his friend, who ran our almost-withdrawn (in protest to lack of bicycle parking) Community Day Booth on May 26.

If you are aware of any opportunities for us to share our extensive knowledge and free publications about all aspects of urban cycling, please leave a message on our machine at 722-4454. If you would like to help for a few hours, even better! We'll team you up with an experienced volunteer, and you can even ask questions too.

## Rear Reflector

by Carl Roth

How much is your head/life worth? Well that was the question the salesperson in the bike shop asked me when I was visibly surprised that most bicycle helmets did not cost around \$40.00. I don't know where I got that idea but \$75-\$80 seemed pretty steep until he asked me that question. I had no problem buying my Bell V1 Pro and I still have no regrets (in fact, if you recall I won one for my wife at the last CfSC Annual Meeting - and no, the draw was not fixed!).

So why am I writing about helmets? Because every day as I run home from work the majority of cyclists that pass me are not wearing helmets. Sure, they have fancy bikes and designer cycling shorts but they just don't seem to know the facts: (source Canada Safety Council)

**Fact #1: About 75% of all bicyclists who die each year die of head injuries.**

**Fact #2: Statistics show 85% of head injuries in bicycle accidents can be prevented by wearing a helmet.**

So why do some cyclists neglect to wear a helmet? Well, your guess is as good as mine; maybe their head/life isn't worth \$75.00. But seriously, sustaining a head injury is not the enlightened way to be convinced to start wearing a helmet. So be smart and start before it's too late.

For more information regarding bicycle helmets contact the Ottawa-Carleton Safety Council Bicycle Division at 238-4947 or speak with a professional at one of the region's fine bicycle shops.

**T**wo groups of people with two different conceptions want the support of cyclists and cycling organizations to accomplish their different goals. Cyclists believe that cycling is an enjoyable and socially valuable activity; they want to make cycling better for those who choose to cycle. Their program is to make cycling safer and more enjoyable by teaching people Effective Cycling and by encouraging well-designed roads to get more people to enjoy cycling by promoting cycling organizations, events, and skills to advance cyclists' social standing; and to protect cyclists' right to use the roads.

Environmentalists believe that automobiles devastate cities, destroy the environment, deliberately kill highway users, violate cyclists' rights, produce urban sprawl, reduce the standard of living, and weaken the economy; they aim to use cycling as a weapon in their war against the automobile. Their program is to use taxes heavy enough to really reduce driving, or parking restrictions sufficient to prevent most people from using cars in urban centers, reduced speed limits, and construction of bike paths.

Cyclists fare best when they act and are treated as drivers of vehicles. That's the Vehicular-Cycling Principle. Cyclists who ride according to this principle have the greatest mobility in urban areas at the lowest accident rate. We need competent, voluntary cyclists who ride on good roads with the rights of drivers of vehicles and with the respect of society. The best way to get that is through the cyclists' programs listed above.

We need those programs because most American cyclists ride dangerously and many American motorists dislike cyclists. American roads are generally very good, but neither cyclists nor motorists (nor, as they interact with cyclists) use them properly. Americans, both the public and professionals, still largely believe that cyclists are incompetent and that bicycle traffic delays and endangers motorists. The public, and particularly the environmentalists, believe that automobiles systematically kill cyclists. This combination of opinions is the Cyclist-Inferiority Supremacy.

This supremacy forms American Cycling policy and the cycling part of the environmentalist program. The supremacy is incorrect, but people believe it very strongly. People believe this supremacy because that's what they were taught in bike-safety programs, programs whose intellectual basis was the highway establishment's desire to frighten cyclists off the roads. Because these errors have been taught through fear, explaining the errors doesn't change people's fears. This fixed belief is the Cyclist-Inferiority Complex; the only cure that we know is successful exposure to the Vehicular-Cycling Principle.

## by John Forester

tence of cycling in traffic. That's why there's such a great difference of opinion between experienced cyclists and everybody else.

We must have several goals. We must protect our rights as drivers of vehicles against those who believe we should be off the roads or should have fewer rights than drivers of vehicles. We must make cyclists competent. We must change public and professional opinion from the Cyclist-Inferiority Supremacy to the Vehicular-Cycling Principle and must get that principle accepted as the foundation of public bicycle policies and programs. We must get the public to see cyclists as socially respectable people.

The Effective Cycling Program changes incompetent and frightened beginners into competent, confident and lawful cyclists. It shows that practically everybody (even children) can be trained at reasonable cost to cycle competently, confidently, and lawfully. Thereby it challenges the basic assumption of the Cyclist-Inferiority Supremacy. Both its demonstrated practicality and its graduates and in gaining public acceptance of competent and lawful cycling.

The Vehicular-Cycling Principle has won all the scientific arguments; nobody has devised a better system for cyclists than competent cyclists operating on good roads with the rights of drivers of vehicles and the respect of society. The Effective Cycling Program shows that practically all cyclists can be competent. Good roads, preserving the rights of cyclists as drivers of vehicles, and the respect of society are best attained by cooperating with motorists rather than fighting them. Unfortunately, motorists believe that cyclists deliberately and endanger them—the Cyclist-Inferiority Supremacy. We must persuade motorists that this supremacy is false and the Vehicular-Cycling Principle is correct. That is where the fight comes, not against motorists or motorists as such, but against the false supremacy that motorists have about cyclists. We can win that battle because the Vehicular-Cycling Principle is supported by cycling transportation engineering knowledge. Paying our share of road taxes, such as a \$1/pound tax on

ties, would also help. Once motorists no longer fear us, they will see that we should be treated equitably and that we will become accepted road users. This outcome provides the best cycling for those who want to cycle; in fact, it is the condition that the traffic laws were supposed to guarantee us, before they were perverted by the Cyclist-Inferiority Supremacy.

Some still believe that bikeways provide safer and faster cycling than streets do. That's false; no urban bikeway system provides safer and faster cycling than do good streets, and there's no practical idea of how that might be accomplished. Bicycle freeways might carry a few cyclists fast or many cyclists slowly. Ordinary urban bike paths are safe only at very slow speeds, regardless of volume.

Let's evaluate some environmentalist proposals. High gas taxes to reduce driving will by 50 percent work at least double the cost of driving, because car-pooling is less convenient than driving alone. That will require a gasoline price of over \$10/gallon. Few people will vote for \$10 gasoline when cycling. Ten-dollar gas is crude oil at \$300/barrel. Seeing that Uncle Sam wants that price, the Arabs would raise their price, so down goes our balance of payments. Workers would be more rigidly tied to employers, thus simultaneously lowering wages and productivity. Real estate sales and moving companies (businesses without real product) would boom as more people would move.

Some people would stop working. Working people would suffer more than rich people. We would have a lower quality of life and lower real income. Environmentalists want to shorten the

to a large extent bicycling in the future will be what bicyclists make it. New attitudes toward personal health and a new environmental awareness in this country have created a potential for tremendous growth in the popularity of bicycling; improvements in bicycling conditions now would encourage this growth, and as a result, further improvements would be demanded and granted. The efforts of today's bicyclists could therefore be greatly amplified in the future. How can bicycling conditions be improved? First we must ask, what is wrong with bicycling in America today? Excepting a few retrograde cases such as the New York City bike ban, our right to the road in a legal sense is largely established, and the situation is improving. However, our rights in practice are being violated on some roads, and in all areas well-being bicyclists are still banned from some roads. Driving an automobile is now considered a right, and the associated responsibilities of operating such a powerful and dangerous machine are vastly downplayed. Society has conditioned itself to accept over 30,000 deaths per year in traffic "accidents." This includes about 1000 dead bicyclists, who were causing almost no threat to the motorists who killed them and who were simply part of the sacrifice for a perceived benefit in lifestyle.

Because the automobile is the cause of so many problems for bicyclists, improvements for bicycling often mean restrictions for motorists. Reducing speed limits is an obvious example. More responsibility for motorists in car-bike accidents is another. Reducing public parking facilities discourages short automobile trips, which reduces automobile traffic. The reduction in auto traffic increases safety for bicyclists and decreases pollution, but perhaps more importantly it helps to thwart urban sprawl and encourages urban development that is more bicycle-friendly.

A large gas tax would be even more effective. The automobile monopoly is highly subsidized by general taxes, especially at the local level through municipal streets and at the federal level through highway projects such as the interstate system. These general taxes are paid by cyclists and motorists alike even though motorists cause more road damage and require much more space. A much larger

arens. The monopoly of the automobile in our country has caused the urban sprawl that has devastated our cities. Distances, speeds, and traffic volume have increased to the point where only a few "hard cores" are willing to use the bicycle as a means of transportation. Recreational bicyclists and

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## by Alan Streater

racers actually find a need to drive themselves and their bikes a long distance to a quiet area, ride their bicycles in a loop, and drive back into the suburban sprawl. As the sprawl develops and distances expand further, secondary roads in rural areas that were once great for bicycling become hamburger strips.

The monopoly of the automobile is also responsible for lost rights and inadequate legal protection for bicyclists. Punishments are generally less for killing a bicyclist with a car than for other forms of manslaughter. Bicyclists are seen as putting themselves in danger by simply being on the road, and in all areas concern for their well-being bicyclists are still banned from some roads. Driving an automobile is now considered a right, and the associated responsibilities of operating such a powerful and dangerous machine are vastly downplayed. Society has conditioned itself to accept over 30,000 deaths per year in traffic "accidents." This includes about 1000 dead bicyclists, who were causing almost no threat to the motorists who killed them and who were simply part of the sacrifice for a perceived benefit in lifestyle.

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gas tax could address this inequality and could also force motorists to pay for the damage they do to the environment, to the economy, and to our cities. In fact, there is recently much talk of a gas tax in newspaper editorials and by government officials. A large gas tax (about \$1.50/gallon) has long been in place in Europe and Japan, and we should note that these countries have the strongest economies in the world. We bicyclists should argue for a large gas tax, and if a large gas tax comes, we should make sure that some of the generated revenue will be used to improve conditions for bicycling.

It is argued by some politically active bicyclists that general issues such as environmental pollution (e.g., the greenhouse effect and acid rain), urban planning for a better quality of life, and the economic problems associated with our dependence on foreign oil are "political" and should be avoided, presumably in order to avoid offending other bicyclists. This is a mistake. Most bicyclists are proud that bicycling doesn't pollute, is quiet, and is basically not dangerous to others. Most bicyclists also understand that more bicycling means less oil importation, a better trade balance, and a stronger economy. The fact that bicycling benefits society as a whole is a powerful argument for improving conditions for bicycling. We bicyclists stand to benefit the most by using these powerful arguments rather than by avoiding them.

Many cities already have city councils that understand these general benefits of bicycling and are therefore quite sympathetic to bicycling. Bicyclists should be advising these governments on bicycling matters. Bicyclists, however, are adverse people. For bicycle parking, sewer grates, and railroad crossings, bicyclists will have little trouble agreeing on which proposals are good. For off-street bike paths and mountain biking facilities, bicyclists will be divided. One sensible policy is that a proposed facility should generally not be supported if the rights of other bicyclists are lost as a result. For example, a bicyclist should always have the right to use the road instead of a parallel off-street bike path. Also, proposals for off-street bike paths with too many dangerous intersections should not be beneficial, however, because they make bicycling more attractive. Many bicyclists find off-street facilities safer and more comfortable for low-speed bicycling. Others, especially faster riders, feel safer and less hindered on the street. The right to choose should always be preserved.

If governments and the general public are persuaded that bicycling is a good thing to promote, facilities will improve and be preserved. Continued on page 14, col. 2.



Forester continued.

distance to work. Having that distance requires quadrupling the population density, so that upper middle class people would be in duplexes, lower middle class people would be in four-plexes, and lower class people would be in apartments with four times as many floors. To accomplish this, we would have to abandon three quarters of our suburbs and rebuild the rest.

Other environmentalist arguments are no better. Automobiles no more created urban sprawl than streetcars did in their day; people scattered the better life farther out. The present-day highway death rate is far less than the old. The Oregon Trail had a death rate of about 100 per hundred million person miles; the highways of 1920 had about 30; today's rate is about 6. Motorists don't typically endanger cyclists by trying to save time. That occurs in only 1.2% of car-bike collisions, while cyclists trying to save time cause 3.5% of car-bike collisions.

It is foolish for cyclists to run political risks to get what they don't want: worse roads, dangerous bikeways, and lower quality of life. They will do much better by paying attention to the interests of those who choose to cycle than by trying to coerce people to cycle.

## Defending Our Rights

Our most valuable right is the status of drivers of vehicles, that right allows us to go almost anywhere with little delay, at our own speed, on good roads, relatively safely and protected by the laws. That status is most important because it prevents government from treating us worse than it treats everybody else. That right is also most in jeopardy, and from both sides. Militant motorists want to keep us from using "their" roads, while bicycle-friendlies advocate programs that decelerate that status and make it harder to preserve.

There's short-run defense and long-run advocacy. Here are some recent examples. Cyclists cited for violating non-existent laws, or for actions that don't violate any law, must see that the courts dismiss the citation. When judges blame lawful cyclists for accidents caused by the unlawful behavior of other drivers, those rulings must be appealed. When legislators prohibit cyclists from certain roads, or prohibit them from making normal left turns, we must convince them that cyclists are equal to other drivers.

We must separate ourselves from the inaccurate, fear-mongering aspects of environmentalists' anti-motorist advocacy that are based on the Cyclist-Infertility Suppression. When bicycle-friendlies advocate cycling on bikeways, we must warn government of the dangers to cyclists and government's consequent liability exposure. We advocate cycling because it is healthful, enjoyable, non-polluting, congestion-relieving, and economical. It is great for those who choose it, and it requires from society only the highway design and legal standards that we now have. These problems are all caused by public belief in the Cyclist-Infertility Suppression. A cyclists' program of replacing that superstition with the Vehicular Cycling Principle as the basis of public cycling policy will prevent these errors in the future.

## Notes

\*Four correctly describes the emotion as standard official argument that the motorist seeing a cyclist on a narrow road has the choice of swerving off the road, colliding with another car, or hitting the cyclist.

\*Ratio of successful travelers to graves.

\*Ted John Elsworth, Transportation and Traffic Engineering, *Thimble Book*, (Englewood Cliffs, NJ: Prentice-Hall, 1976).

\*Kenneth D. Cross and Gary Fisher, *Asbury of Bicycle/Motor-Vehicle Accidents: Identification of Problem Types and Countermeasures*, Air Force Research (NHTSA, 1977).

John Forester is a fourth-generation cyclist. He is the founder of cycling transportation engineering and the creator of the Effective Cycling Program. He has been president of the California Association of Bicycling Organizations and director and president of L.A.W. He is the author of *Effective Cycling and Bicycle Transportation and the Law of the Road*, the cycling safety on the road.

Streater continued.

and bicycling will increase in popularity. Judging from other countries such as Holland, the potential for growth in bicycling as a means of transportation is enormous. If this growth were to occur, it would lead to more demands for improvements in bicycling conditions, and since the bicycling voting constituency would be larger, these demands would be met.

Finally, it is important to point out that even a partial success at converting motorists into bicyclists and users of other means of transportation can have a large benefit for bicyclists. Achieving an effective plurality in the transportation system would break the monopoly of the automobile. Bicycling would automatically be considered in government decisions. This would already be a major achievement.

In looking at the future of bicycling in America, there is reason for optimism. Things can only get better. In order to secure our right to the road in the future, we must break the monopoly and tyranny of the automobile. By recognizing and promoting the general benefits of bicycling to the public and to various governments, we can win more rights and improvements in bicycling conditions. Improvements can be the construction of new bike facilities, but they

## What Can an Individual Do to Win More Rights to the Road in Practice?

An effective way for an individual to spend a few hours per month working to improve bicycling conditions is to become active in local politics. Local politicians are usually quite impressed when an individual is concerned enough to become involved. Go to city and county public meetings, write letters, and talk to the commissioners or council members about ways to improve the quality of life in the region by encouraging more bicycling and constructing more bicycling facilities. To increase your visibility as a bicyclist, ride a bike to these meetings, and bring your helmet along.

Another suggestion is to organize or help out with a Bike to Work Day in your city. A good model is the Bike to Work Day in Boulder, Colorado. On Bike to Work Day, commuters are invited to ride a bicycle to work. For additional incentives, local businesses sponsor breakfasts at locations where bicyclists can get sign-in, eat, and ride a beverage, and socialize. The city government also supports the event by publishing a brochure, taking out newspaper ads, and publicizing it through press releases and announcements. Participation in the Boulder Bike to Work Day has nearly doubled each year for the last five years, and last year the city won an award from the U.S. Department of Energy for the event. Individuals should also get involved with bicycling organizations. The mutual support and camaraderie generated in a group makes bicycle activism a more enjoyable and rewarding experience.

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# New Discovery

The heaviest element known to science was recently discovered by physicists at the NRC Research Centre. The element, tentatively named administratium, has no protons or electrons and thus has an atomic number of 0. However, it does have one neutron, 125 assistant neutrons, 75 vice-neutrons and 11 assistant vice-neutrons. This gives it an atomic mass of 312. These 312 particles are held together in a nucleus by a force that involves the continuous exchange of meson-like particles called morons.

Since it has no electrons, administratium is inert. However, it can be detected chemically as it impedes every reaction it comes in contact with. According to the discoverers, a minute amount of administratium caused a reaction to take over four days to complete, when it would normally occur in less than one second.

Administratium has a normal half life of approximately three years, at which time it does not actually decay, but instead, undergoes a reorganization in which assistant neutrons, vice-neutrons and assistant vice-neutrons exchange places. Some studies have shown that the atomic weight usually increases after each reorganization.

Research at other laboratories indicates that administratium occurs naturally in the atmosphere. It tends to concentrate at certain points such as government agencies, large corporations, universities, DND and the NRC, and can actually be found in the newest, best maintained buildings.

Scientists point out that administratium is known to be toxic at any level of concentration and can easily destroy any productive reactions where it is allowed to accumulate. Attempts are being made to determine how administratium can be controlled to prevent irreversible damage, but results to date are not promising.