



# NEWSLETTER

February 1991

Volume 07 Number 1

## BIKE TO WORK WEEK: JUNE 10-14

by John Almstedt

If you are a commuter cyclist like myself, or if you've only thought about commuting by bike, now's your chance to make a statement to the decision makers of the region. Sup-

port this year's Bike to Work Week. We all know why cycling makes sense: energy efficiency, economics, health, environment, enjoyment, community ambience..., now we have to demonstrate to municipal politicians and their staff that we're not the only ones with this point-of-view.

My experience on the Ottawa Cycling Advisory Group during the see **Bike to Work**, p. 7

For more information about Bike to Work Week, call John Almstedt 598-4505w or Brett Delmage 729-0323h.



## Congratulations

The Ontario Cycling Association presented its 1990 award for Contribution to Utilitarian Cycling to CfSC. Peter McNichol attended the OCA's AGM and banquet in Toronto on November 24 and accepted the award on CfSC's behalf.

Congratulations CfSC volunteers and members!

## Province Re-evaluates Cycling

by Peter James

AT LAST: the much-requested and long-awaited review of the outdated Ontario Bicycle Policy is underway. Ministry of Transportation Ontario (MTO) has appointed a consultant to undertake the review, and CfSC is one of the many groups that have become involved in this process.

Just as a reminder to new readers, the present Bicycle Policy (1981) does not provide any provincial funding for bicycle-related road expenditures. Other road expenditures are subsidized from MTO funds to the tune of 40-50%. As a result, municipalities have been extremely reluctant to commit funds for bicycle-related works ("If we do this, we'll have to pay all of the cost ourselves"). A notable exception to this trend was the decision by Nepean to pay for wider shoulders on Highway 16 ... which isn't even a municipal road!

In view of the importance of this issue, CfSC has set up a committee for the specific purpose of preparing our input to the bicycle policy review. Four meetings have been held to date, and already over twenty members have given their time. \$250 of the OBC's 1991 grant was earmarked to assist the work of the committee.

see **Policy Review**, p. 7

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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 CfSC, its executive, or members, unless explicitly noted.

Articles for publication and letters to the editor expressing opinions, suggestions and support are encouraged. Submissions can be sent by mail, by fax, or--preferably--by modem or floppy disk (Macintosh or IBM format). Contact the editor to make arrangements.

**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 riding and traffic skills, and also of other road users to help them accommodate cyclist 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 president to determine the exact date and location of the next meeting.

The Facilities Committee meets at 7:30 pm on the second Tuesday of every month. All interested persons are welcome to attend the meetings. Phone one of the chairs to determine the 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.

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## Re: Cyclists Recycling

There have been complaints in the past about the front cover of the newsletter not being recyclable. We've decided to rectify that, and go one better. Beginning with this issue, the CfSC Newsletter will be printed on 100% recycled paper. (Past issues used 'Enviro 50' for all but the cover, though we didn't always manage to put in the recycled logo) And don't forget, reusing is even better than recycling... so after you've read it, pass this newsletter onto a friend.

### We Don't Care...



...what size, colour or shape you are. We just want people to get involved in our work. We'll even accept jokers (as if we don't have enough already!) Please, volunteer your time. CfSC needs you.

## Is it that time, already!

by Jacqueline Madill, Membership Chair

Hi there. Before you finish reading this newsletter and place it in your recycling bin or (ahem) garbage pail, there is a little ritual which I would like to remind you of .... It is time to renew your membership for 1991.

Check your newsletter. If you have a renewal form attached, your membership is due. So, before you forget or lose this form (a common ailment in 1991), fill it out and mail it in. Check our printed out information first and indicate any necessary corrections or changes.

A membership form is printed on the back of every newsletter. Use it! Sign up a friend. We count on you to help spread the word.





# Cycling to City Hall: An Interview with Nancy Smith

*Ald. Nancy Smith, who is a candidate for Mayor of Ottawa in this year's election, started commuting to Ottawa City Hall by bicycle last spring. CfSC member Alayne McGregor interviewed her this month about her cycling experiences and Ottawa-area bicycle issues.*

## Part 1 of 2.

**CfSC:** We understand, from the election questionnaire you filled out for CfSC in 1988, that you haven't driven a car for several years, and you've been travelling by bus, taxi, and foot, and last year, by bicycle. Why did you decide to try cycling last year?

**Smith:** It was actually the Commuter Contest that [the Ottawa-Carleton Safety Council] organized that really got my attention. The other thing is that one of my constituents, whom I hear a fair amount from and talk with on a variety of topics, is one of the co-owners of Bike Stop. So the whole thing fit together.

**CfSC:** So you got your bike at Bike Stop? What type do you have?

**Smith:** It's a Trek 950, I think.

**CfSC:** Is it a mountain bike?

**Smith:** I would call it a road bike. It's kind of an in-between bike, with flat handlebars and reasonably wide tires, although they don't have half-inch knobs on them. But it's a sit-up bike, rather than a racing bike. It's a middle-of-the-line one; I certainly didn't feel I needed a Cadillac. I wanted one that was fairly light and had a good range of gears, because I think these are two things that make a bike a lot more comfortable. And a soft seat, I have to confess.

**CfSC:** Did you cycle when you were a child?

**Smith:** Oh, yes. In fact I brought a bike with me to Ottawa; I'm from the Maritimes. I just biked for fun; we all had bikes. Then I did some bicycle camping in high school and early university cycling down the south shore of Nova Scotia. We could never figure out why no matter which direction you were going, the hills were always up!

So, in those days, I had a Raleigh



three-speed. When I came to Ottawa, I bought a ten-speed. But it was always too big for me. I have a 19-inch frame now but it must have been 22 or 23 inches—too big for me although I'm fairly tall. It was never all that comfortable, especially for long trips, so I fell out of the habit of using it. I probably should have stuck with my three-speed cruiser.

**CfSC:** When you were riding last year, did you ride in wet weather? Did you ride at night?

**Smith:** Not in wet weather and not at night unless I couldn't avoid it and not as often as I would have liked. The main difficulties I found were two things: One, quite often at the end of

the day I don't come home. I go to a meeting and an evening event of some kind and that I found awkward with a bike. And the other thing is I found it easier to take it on a morning when I had enough time to be leisurely, so I didn't need a total bath and change of clothes when I got there. People that run and bike to work seem to have a car one day a week and they take in clothes. Some of the men take in five clean shirts and that's fairly simple. But if you're having to wear business dress and be at a variety of fairly formal or business events, I found it awkward to deal with that. So those were the two things that kept me from riding as often as I would have liked.

**CfSC:** Where did you park your bicycle?

**Smith:** In the garage at city hall, inside. There is, at the time anyway, a modest assortment of bike racks in there. They're the crummy kind, but I managed to get it somewhere you're a little less likely to have the

hind end taken off your bicycle by a car.

**CfSC:** What streets or paths did you ride on?

**Smith:** Straight down along the canal. Not on Colonel By, but on the bike path along the canal. Right down to Sussex Drive, and then I took Sussex to City Hall. I didn't get into one of the bike courses, but I read quite a good book about bicycle commuting.

What I hadn't realized was that I was bicycling like a pedestrian and you have to bike like a car. All this business of getting right out in the traffic, it sounds terrorizing but when you actually do it and think about

### Continued from page 3.

the fact that most people on bikes get run over because they were somewhere somebody didn't expect them.

It trained me on being in the expected location and hanging on to it fairly aggressively. Going down Sussex I found it worked. You describe it to people, and they think: "Omgod, in the middle lane on Sussex Drive!". But in the middle lane, it's a nice wide street and that means you're not jockeying with the

good. I wouldn't ever go somewhere like Colonel By, where it's narrow, busy, and there's a curb, because I felt there just really wasn't room for me and them. I realize you can jump a curb, but I just felt very uncomfortable about it, so that's why I took the bike path. I stayed away from that sort of a situation, but I've come down Elgin Street and through the turn onto Sussex which is fairly hair-raising. I found that, again, if people are very, very clear on what you're doing, and found that what I wanted to do was signal and then really be waved across

CfSC: What was the response of the other politicians at city hall when you started this?

Smith: I don't think they cared a whole lot one way or another. They've got used to the fact that I don't have a car. A number of them offer me lifts if we're going to or from the same meeting. So they're used to the fact I've a little different transportation set-up.

CfSC: Were any of them actually interested in starting cycling themselves?

Smith: I don't think so. Some of them have farther to go, and, as I said, the complexities of your schedule are kind of difficult. George Brown has fairly regularly bicycled to work. He was doing it to keep fit, as a regular exercise. I think he came in and brought a change of clothes one day in the week.

There are showers, at the moment, at City Hall, and change rooms, although they're won't be in the new City Hall, if you can believe it!

CfSC: That's ridiculous!

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### **"What I hadn't realized was that I was bicycling like a pedestrian and you have to bike like a car."**

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bus. There would be at least one bus by me on my trips down Sussex and you don't want to get weaving with a bus. The other thing is there's always the outside lane for somebody to pull by you. It really was very easy. The way back down Mackenzie was a little more exciting.

CfSC: What was the problem on Mackenzie?

Smith: It was just a touch tighter. I had to resolutely go for the centre lane so coming up Sussex and past the Art Gallery and then heading down Mackenzie you have to get in the centre. Then you have to get over into the left-hand lane once you've cleared the cars on Mackenzie to get back on Colonel By. So that was a little hard stopping at times. I think there was something about switching left rather than right that's more awkward. Maybe I'm just not used to one-way streets so the turns felt in the wrong place.

CfSC: What was your impression of the other road users, the motorists and cyclists that you shared the roads with?

Smith: By and large they were pretty

by whoever was in that lane. Again, you can get in the middle, but going around that corner there's two lanes turning and you can fairly easily end up in the wrong place and you have to watch the oncoming buses as well because they have the right-of-way on some phases of the light. So what I tried to do was actually get the eye of the driver in the lane I was in and maybe the driver that was turning

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### **There are showers and change rooms now, but won't be in the new City Hall...to save money!**

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with me, so that everybody was clear that everybody was turning. So they would not mistakenly think I was going down the Mall, for example.

But I'm real selective about where I ride. I'm not really interested in getting out in heavy traffic and tight locations. I'm not big on risks. I just don't need that type of stuff. It's not fun. But I can see that it would be quite do-able, following the strategy of driving like a vehicle and not like a pedestrian.

Smith: They did it to save money. Can you imagine?

**NEXT NEWSLETTER:  
Part 2 --Smith talks about  
local cycling issues.  
Don't forget to renew your  
CfSC membership or you  
won't receive the next news-  
letter.**





# New RMOC Cycling Advisory Group Meets

by Brett Delmage

Since the last newsletter a new Regional Cycling Advisory Group (RCAG) has been created and has already met once. This is in marked contrast to the Ottawa and Nepean committees, which CfSC worked for over a year to establish.

The rapid deployment is due primarily to the hard work of regional bicycle coordinator Don Gaul, who steered the initiative through regional bureaucracy and council.

Unlike the other municipal committees, RCAG does not have direct citizen representation. It is intended to be a committee of "experts", with representation from CfSC, the citizens-based Ottawa, Nepean, and Kanata cycling advisory committees (and any others that are created), the Ottawa Bicycle Club, RMOC Transportation and Planning Departments, the Ottawa-Carleton Safety Council, OC Transpo, police, the Canadian Institute of Planners (CIP) and the NCC.

The group will advise the RMOC transportation and planning departments on: cycling issues as they affect the region's official plan; transportation systems, their maintenance standards and schedules as they affect cyclists; integration with other cycling systems; the development and implementation of bicycle facilities design standards; issues related to cycling education, safety and enforcement of the law, commuting, public

awareness, tourism, etc... in other words, all aspects of cycling!

I attended the first meeting of the committee on February 14, as CfSC's representative. Louis Shallal, Director of Transportation Planning at the RMOC, stated that the department was "very serious about working with various people and groups." It was essential for the group to speak on behalf of the cycling community, and full participation of members was mandatory, he said.

Shallal observed that RCAG was the first ongoing (ie. not project-based) committee in the RMOC Transportation Department.

Both he and Bruce Timmermans (OBC) pointed out that the committee was "designing for the average cyclist." It was noted, however, that a minimum cycling skill is expected, as driving skills are expected of motorists.

The committee decided to hold future meetings at 8am on the first Tuesday of every month, to accommodate cyclist volunteers. Roberto Gualtieri, co-chair of OCAG, suggested a work plan and a priority list; members agreed to identify issues before the next meeting and to spend the March 5 meeting discussing and prioritizing them. The first sub-committee was created, to develop a questionnaire for the Cycling Group Meeting, so that individual cyclists' concerns and priorities could be considered.

"Engineers are not going to agree to a policy that puts cyclists in danger," Mr. Shallal said. Given the number of times that CfSC has had to appear before the Regional Transportation Committee in the last two years to speak against recommendations by the department, we think they already are. If the region thinks that cyclists will be "safer" on narrow pathways shared with pedestrians, or in 3.4m "wide" lanes shared with heavy traffic, they are in for a rougher ride than cyclists have been getting on many regional roads for years.

We do sincerely hope, however, that the joint work of the committee and department will result in better regional roads for cycling.

We'll keep you posted. And we want to hear what you think. Attend any of our monthly meetings, phone, write, or fax us.

The City of Nepean advertised for the first members of its cycling advisory

## Nepean Committee in March

committee in mid-January. If you are a Nepean member, you received a phone call from one of CfSC's two reps, Sid Board or Avery Burdett.

At the Council committee meeting where the advisory committee was approved, Councillor Les Casey complimented CfSC's efforts since the last election. Four years ago, he



said, Council members would not have been aware of the needs of cyclists, which have been brought to their attention by CfSC.

## Gloucester Soon?

CfSC Gloucester members Jackie Madill, Al Corbishley, and Christine Jenkins, and our OCAG rep, Alayne McGregor, met with Gloucester Alderman Ed Campbell on February 13 to discuss the formation of a cycling advisory committee in that city. Ald. Campbell agreed to pursue it, and said that a committee might be in place by May or June. We will keep our Gloucester members directly informed.

## Kanata Council appoints Cycling Advisory Committee

On January 29th, Kanata Council appointed the first five of seven members to the Kanata Cycling Advisory Committee. The residents appointed are Peter McNichol, who will represent Citizens for Safe Cycling, Phillip Shea who will represent the Kanata Bicycle Club and residents at large Diane Hayman, Linda Makela, and James Fryer. Two positions remain open and will be advertised for and filled later.

The Kanata Committee is the second municipal cycling advisory committee in the region. The Ottawa Cycling Advisory Group was the first to become active, in November 1989. When our representative was asked what he saw the first issues of interest for the committee would be, McNichol answered "I believe the matters of major discussion will be the abandoned CP rail line through Bridlewood and the proposal by Rails to Trails to convert it into a commuter bicycle pathway, as well as other pathways and bicycle lanes that have

## Ottawa Cycling Advisory Group

by Alayne McGregor

### "We can't do much without money."

That's the message the City of Ottawa Cycling Advisory Group (OCAG) is giving city politicians and staff as it enters its second year of operations. The advisory group has just completed its first annual report, which will be presented to the Community Services and Operations Committee (CSOC), a standing committee of city council. As they reviewed the work they'd done in 1990, group members realized that

most of the group's work and recommendations had not gone anywhere.

A cycling coordinator has not been assigned, despite promises from the city's Department of Engineering and Works. The department has not followed up on the group's outline for a Comprehensive Cycling Plan (as called for in the city's Official Plan). The group responded to requests for guidelines for choosing bicycle racks for city parks and for locations for additional bicycle parking on Elgin St.; no racks have been installed. A survey to determine the routes used by and needs of local cyclists, which the group planned, may occur next summer. The bridge over the Rideau Canal at Somerset St. is stalled in negotiations between the NCC, Parks Canada, and the Region. The department requested suggestions for winter cycling routes and maintenance standards; after the group provided them, they were not used.

In its annual report, the group says that "to ensure our relevance and effectiveness", the city must:

- appoint a cycling coordinator
- ensure that the advisory group is asked for its advice in a timely fashion on all cycling-related issues
- ensure that the group's recommendations and initiatives are monitored and followed up
- develop the Comprehensive Cycling Plan
- dedicate resources to surveys and research needed to make informed decisions on cycling (in other words, find out what cyclists really need and want).

In order to explain these requirements, group co-chair Roberto Gualtieri met in January with Aids.

been proposed." Other local matters will include: standards for bicycle parking at stores and malls in Kanata, bicycle safety, pathway safety, crosswalk safety for cyclists, cyclist education, and motorist education - respecting the bicycle as a equal partner on the road. Regional matters of discussion will include: advising the city of Kanata on its response to enquires made by the Ministry of Transport, Ontario's Bicycle Policy Review, and the local contribution to Bike to Work Week.

Rick Baker, Director of Parks and Recreation and lead staff liaison to the committee, did not know when the group's first meeting would be scheduled.



## Mother Earth Wants You...

to help out on Earth Day '91

If interested, please call Gary Bellamy at 236-3182.

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O'Neill and Holmes and the Commissioner of Engineering and Works to talk about how the group can become more effective. He requested the city allocate or reallocate money and staff time to accomplish these goals.

The money would primarily be used for paying consultants to work on the Comprehensive Cycling Plan and for surveys and research. The staff time would allow the creation of a (part- or full-time) bicycle coordinator, who would be able to ensure that group recommendations and research were used and that bicycles were considered in city planning.

So far, neither the politicians nor the staff have been willing to spend any money except for coffee and doughnuts, and not even that on a regular basis!

In an attempt to gain support for the OCAG initiatives, CfSC President Brett Delmage attended the CSOC 1991 budget review on January 25. Gualtieri, flanked by other advisory group members, made a further appeal to CSOC on Feb. 13. It's not yet clear whether any funds will be allocated.

## From p. 1 Policy Review

To date, we have reviewed the scope of work for the consultant's contract. Comments were made to MTO, and it appears as though the scope of work was extended to include a public review process.

We are currently working on specific topics that we consider should be addressed in the final document. These topics include funding, safety, education, facilities, law & enforcement, integration with other modes, updating process, and several others.

At the end of February, all municipalities in Ontario with a population over 5000 will be sent a questionnaire about levels of cycling, and existing and proposed support for cycling. CfSC is working in association with

municipal cycling groups, where present, to assist the municipalities with the preparation of their responses.

We would welcome your attendance at the committee meetings, or your input on any particular topic.

Please contact chair Peter McNichol (592-7620) for further information or to give your input. The next meeting will be held at Hintonberg Community Centre (1064 Wellington St., Ottawa) on February 28 at 7:30 pm.

## From p. 1 Bike to Work Week

past year suggests that there is a lack of will by the City to recognize cycling as a transportation mode that deserves some of the support given to public transit, motor vehicles, and pedestrians. Incredible as it may seem, no money was directed for cycling in the 1991 budget. I see Bike to Work Week as an opportunity for citizens in the various regional municipalities to demonstrate their support of utilitarian cycling.

Interest in Bike to Work Week program is just starting to gain momentum. It has been decided to run it at the same time as Toronto's, to stimulate some friendly rivalry. It is anticipated that all of the region's cycling advisory groups will be the prime movers behind this year's event; CfSC sowed the seeds of the initial idea, and is coordinating the overall program. Initial indications are that some of the local governments will also provide support.

The spirit of the week and its ultimate success will come from the WORK PLACE CYCLING GROUPS. The various cycling advisory committees in the region will provide encouragement and co-ordinate activities, but the work place cycling groups will be the driving force. So how do we get all these groups rolling? Could this be a role for each CfSC member that he/she

organize a group of interested commuter cyclists at their own work place?

When does all this activity start? Right now! A limited number of ORGANIZING KITS have already been put together for those who would like to get started. Get in touch with Brett or myself. These kits contain a resource manual, activity ideas, and marketing material to make it easy to get a work place cycling group organized.

Volunteers are also required to activate some other ideas for Bike to Work Week: a bike commuting fashion show, a bike film/video series, a public forum, pre-week events such as commuting seminars... you can think of other special events and programs that will make the event a success. Bike to Work Week should be seen as an opportunity for stimulating the imagination of the Ottawa-Carleton region to test ideas that will demonstrate what has to be done if commuter cycling is to grow. From my position with the Ottawa Cycling Advisory Group, I'm going to be moving for a more cycling friendly downtown core, namely: the setting up of ideal bike parking facilities on City parking lots, the dedication of certain roads and lanes exclusively for bike routes, bike racks at OC Transpo transit stations, free bikes for use in the downtown core. Hopefully, your work place cycling group will come up with other interesting ways of supporting commuter cycling. It is intended that all the actual "good things" that happen will be recognized and recorded for future use.

## Did You Know?

...that the world's 800 million bicycles outnumber cars two to one. In 1987, more people bought bicycles in China than bought cars worldwide. The Netherlands has the highest density of bicycle pathways of any country in the industrialized world--13,500 kilometres of them.

(Source: Worldwatch Institute.)

# Crucial Times for Regional Cyclists

by Avery Burdett:  
CfSC Facilities Committee

A number of major transportation undertakings are currently proposed which will affect all cyclists in our Region for years to come. Among

these are the Provincial Government Bicycle Policy Review, the downtown east/west Transitway tunnel, the Hunt Club Road extension, Regional Road 47 upgrade in the east, and the redesign of Highway 16 west of the Rideau River. As covered elsewhere in this newsletter, members are

putting together positions and preparing arguments advocating vast improvements in Government policy towards cycling. This is an extremely important undertaking as it is almost ten years since the last policy review occurred. This may be our only chance for some time to change what is currently an extremely discriminatory "bikes are toys" policy. In the case of the proposal to drive a tunnel under the centre of Ottawa, I take the position that the tunnel is unnecessary, a gross waste of tax-payers money, and will do nothing for pedestrians and cyclists. Many fellow cyclists, and politician friends of CfSC support this project on the basis that it favours public transportation. I dispute the logic behind this support. The effect of removing busses from the street level will not be greater use of OC Transpo, as suggested by supporters of the project, but rather the opposite. Giving up surface space will only further encourage use of private cars. The commuters' equivalent to Parkinson's Law will apply. The number of private vehicles on the road at any one time is directly related to the available square metres of pavement! Slater Street and Albert Street are arguably the two most hostile streets for cyclists and pedestrians in the city. The most effective way to move busses through the downtown core is to restrict private vehicle access to one or both streets during peak hours. This would free up space for bicycles and pedestrians, and generally facilitate the enhancement of the surrounding environment through landscaping to a human scale. Objections similar to those concerning the restrictions on Rideau Street can be anticipated, but the lessons from that experience need to be evaluated and applied. The potential for avoiding the billions of dollars of costs and the disruption should make this proposal attractive to politicians.

Anyone who has lived in Paris,  
**continued on next page**

## Downtown Bus Tunnels: Good or Bad for Cyclists?

by Peter James

The discussion about the bus tunnels is heating up. This is a major transportation issue: the tunnels may or may not have an impact on the downtown cycling environment, the funds required may or may not have an impact on funding for cycling-related projects, etc, etc. CfSC should have an opinion on this major issue.

When major issues have arisen in the past, a few (or several) executive members have discussed the issue, a draft policy statement has been written, the draft has been reviewed/revised by the executive, and eventually a policy statement (It is the opinion of CfSC that ...) has been adopted.

This process has worked reasonably well because most of the issues addressed to date have had an obvious cycling-related component, and we have been able to establish a logical and defensible position by considering precedence/the position of other interested groups/published literature, etc.

The issue of the bus tunnels is more complex than any other we have previously addressed. At first sight, there are factors which seem to support one side of the discussion. Further examination finds factors that seem to support the other side. It is for this reason that we are going to try a quasi-brainstorming approach to

develop our policy.

To start this process I have listed below some points that come to mind. They have not been thought out in detail, and they do not seek to establish any particular position. I ask that you consider the bus tunnel question, and either phone, fax or write with any of the following:

- Factors that you consider relevant
- Your own ideas
- Your own opinions
- Your comments on the points below

1. Tunnels will reduce street congestion.

**Result:** better for motorists, better for cyclists, worse for cyclists

2. Tunnels will free up a lane on Albert/Slater

**Result:** more room for cyclists, more room for cars, cars will go faster

3. Tunnels will reduce transit time

**Result:** more use of transit, less use of cars

4. Reduced congestion will increase use of cars

**Result:** more congestion, self defeating, more pollution

5. **Other Results:** improved facilities for bicycles at transit stations, improved facilities for carrying bicycles on buses, decreased long-distance use of cars, increased local use of cars



London, or similar cities knows that mass transit is truly feasible only when travel by private means becomes near impossible. This occurs when either all of the available square metres of pavement are occupied, or when the authorities impose restrictions on the use of private vehicles. In cities like Los Angeles where the authorities, like King Canute, have yet to accept the truth of our modified version of Parkinson's Law, public transportation systems have withered and cycling is left to the suicidal. (It is said that Los Angeles is the only city where a freeway is used for the sole purpose of connecting to an alternative freeway because the freeway you are on is choked by cars trying to get to another freeway)! Our

elected officials have yet to understand the inverse relationship between the use of public transport and the degree of encouragement afforded to users of private vehicles. Consequently, we suffer the insane situation where an under utilized transit system operates on ever increasing subsidies while the Provincial and Regional officials are planning to provide additional incentives to drivers to drive into the City by funding collector lanes, parkway extensions and four lane arterials. The least expensive, most environmentally positive contribution that the authorities can make in favour of public transportation is to cease further investment in highway development, restrict the use of private vehicles in problem

areas, and fully integrate cycling into the transportation system. Political decisions are being made now that will determine which city model Ottawa will follow. More public discussion is needed before it is too late. And regardless of whether you agree with my views, I urge you to ensure that there is public discussion by letting CfSC, and Regional and Provincial politicians know if you want this tunnel or not. In the same vein, let your elected representatives know your opinions on the Province's cycling policies and what it is that you want in regards to Hunt Club Road Extension, Regional Road 47, and Highway 16.

## Save Energy, Stop Polluting, Ride a Bike

by Richard Taylor

Do you know how expensive your car really is? I'm afraid I didn't, nor did I realize how expensive the Western World's love affair with the automobile is in terms of pollution and its waste of energy. What opened my eyes was a presentation by Mr. Patrick Chen at CfSC's annual general meeting on October 26, 1990. Perhaps Mr. Chen was preaching to the converted but his research and statistics held some surprises even for us.

The presentation began with a short video clip from a recent TV program on the history of transportation. The announcer asked us to contrast the scenes of a 1950 car show and a 1990 car show. Surprisingly little has changed in the sales pitch. Is there really much difference between "the tremendous power of a V-8 engine" and "sophisticated computer-controlled fuel injection" or between "stylish swept-back fins" and "sleek aerodynamic shape"? There was certainly not much difference in the use of scantily clad dancing girls to sell the products.

Mr. Chen then began to show us some things which the salesmen don't usually mention. His main point was summarized in a graph, which showed where the energy goes in the operation of a typical car over a ten year period. The bottom

line was that for every 1000 units of energy taken out of the ground as crude oil, only 54 units (5.4%) are transformed into moving the car forward. The rest of the energy is either thrown away (as toxic gases and vapours) or turned into waste heat and noise. The biggest culprit in this process is the internal combustion engine, used in almost every car, truck and bus on the roads today. Despite years of "progress", these engines transform only 25 to 30% of the fuel energy into useful motion. In fact, manufacturers have to add extra, expensive systems to our vehicles to get rid of the extra heat and noise which these engines produce (think about the radiator and the muffler).

Some other points which stick in my mind: when a chart was shown of the weight of the various materials making up a car, one member of the audience pointed out that the weight of the paint on a typical car is about the same as a good quality bike - 26 pounds. Or how about gasoline: with all those additives to "improve performance" and "scrub your engine clean", it is so toxic that if someone tried to introduce it as a new product it would certainly be banned. And when you burn that toxic soup in a car engine, the process is so inefficient that the exhaust contains more than 400 poisonous gases.

So what can we do to "kick the habit"? The obvious answer is to ride bicycles. However, Mr. Chen, an urban planner by

profession, offered some other ideas. He pointed out that many of our modern cities are planned around the car instead of being planned for people. Even so, most cartrips are less than 15 kilometres - which means that the car engine does not have time to warm up to its most efficient temperature. What we need is a better distribution of homes, stores, services and public transportation so that everyone could fill most of their needs within a 20 minute walk from home. We also need to recognize the real costs of driving and to change our habits to use cars more efficiently. The average occupancy of cars on our roads is 1.3 persons. We generally ride around town carrying three empty seats with us.

Cars are not going to magically disappear overnight, despite the fervent wishes of dedicated cyclists. But we can take some steps to improve our city and the way we use cars. Let's ask the city and region to plan a better mixture of land uses for new developments, with more emphasis on people over cars. If we have to use cars, then let's try to use them more efficiently - try to share with friends and neighbours and combine errands into a single trip; support local businesses instead of driving across town for a "bargain"; have your car converted to use propane instead of gasoline. And, of course, ride your bike instead.

# Transportation System Turns Green

by Alayne McGregor

A coalition of cycling, environment, and pedestrian groups has persuaded Regional Council to spend \$500,000 to support walking and cycling as alternatives to the car.

In early February, Council approved an earlier decision by Regional Transportation Committee to reallocate \$500,000 of the transportation budget (less than 1%) to pilot projects such as bicycle lanes and traffic-calmed streets, a cycling survey, and a public forum on transportation.

The coalition argued that the

levels of pollution and congestion on local streets cannot support continued reliance on cars as the main means of transportation. They said that non-car transportation was ultimately less expensive, as well as kinder to the environment.

CfSC president Brett Delmage said, "The ultimate result of these projects will be to save money for the Region, as we reduce the need for new roads, bridges, and collector lanes."

However, the expenditure may be conditional on the province subsidizing 75 per cent, the normal subsidy rate for transportation studies and

public transit.

The coalition members include Ecovision, Citizens for Safe Cycling, Ottawalk, the Ottawa Pedestrian Citizens' Committee, and the OBE Community Liaison Advisory Environment Committee. They met at the Greenprint Environmental forum on Nov. 24, in the transportation working group.

The working group passed a resolution asking the Region to "show its commitment to the important role transportation plays in the environment" by allocating \$500,000 to non-polluting transportation.

## Ottawa's Official Plan Now Environment-Friendly

by P. James and B. Delmage

Shortly before going to press, the final draft of the Ottawa Official Plan was published. A preliminary review shows that many of the recommendations made by CfSC, the Ottawa Cycling Advisory Group, and others have been incorporated. Clearly, the call by residents of Ottawa for the plan to protect the environment has been taken very seriously, as the following excerpts of newly-added items show:

### 7.0 TRANSPORTATION

#### 7.1 Strategic Approach

7.1.2 Improve the natural environment by adopting a transportation strategy which uses a combination of land use and transportation policies to reduce the use of fossil fuel.

7.1.6 Reduce automobile use in the city thereby improving the quality of life and the environment by ensuring safe, efficient, pleasant and convenient movement by other modes of transportation.

7.1.7 Reduce the need for new roads by actively promoting the use of other

modes of transportation to offset demand.

#### 7.4.2 Cycling Policies

c) City Council shall recognize that cycling is a viable alternative to other modes of transportation, that is environmentally sound and promotes and supports active, healthy lifestyles and, wherever possible shall promote and initiate improvements that enhance cycling as a means of transportation.

#### 7.5.2 Roads Policies

b) City Council shall encourage a reduction in the use of automobiles by: i) giving increased priority to the maintenance and improvement of all other modes of transportation over the needs of private automobiles; ii) supporting the construction of new roads or the expansion of existing roads only when all feasible non-automobile alternatives have been analysed;

As it now stands, the plan is a really exciting advancement from the previous draft. But...what will it be after the city's Planning Committee and Council get their hands on it?

CfSC strongly encourages all of its Ottawa members to visit a public library and review the Draft Plan. Then phone or write your alderman and ask for their commitment to retain portions of the plan such as those above. Don't leave it to chance! You may also make a personal presentation to the Planning Committee on April 16-18. Call CfSC, or Richard Barton at 564-3539 for more information.

CfSC will be conducting one final review and presentation to planning committee. We hope you'll join us.

### CYCLING CALENDAR

#### next BTWW meeting

.....call 722-4454

next OCAG meeting March 25

Earth Week.....April 20 - 28

OBC Bicycle Show.....April 28

#### Bike To Work Week

.....June 10-14



# Cycling at the Ottawa Board of Education

by Robert Baser  
236-0380

The Ottawa Board of Education is interested in cycling. The Board has a parent advisory group called the CLAC Environment Committee that advises and recommends policies and practices which students, teachers and the administration could adopt to protect the environment.

For this reason the Committee supports **Smart Transportation**, which means seeking appropriate, environmentally sound solutions to people's transportation needs. It means using a combination of approaches to complement the role of the automobile, and giving preference

to means such as cycling and walking to promote human-scale interactions which do not contribute to air and noise pollution and threats to human health.

It feels that we should be redesigning our communities in a way that accommodates environmentally sensitive means of moving about. This includes not only supporting non-car commuting downtown but also designing the community road system to meet the needs of young children to enable them to walk and cycle to school without their parents fearing for their safety. Adequate sidewalks, cross-walks, bicycle lanes and pedestrian and cycling bypasses should be provided where busy streets separate the community from their schools.

In January, the committee presented a bicycling policy to the OBE which includes cycling skills training, law awareness, provision of cycle parking, cycling activity promotion, a helmet purchase program and sensitizing students to the positive and negative affects that all modes of transportation have on the environment. The Committee, the Board's Continuing Education department and the Ottawa-Carleton Safety Council are now designing a pilot program which hopefully will be implemented at several elementary schools this spring and summer. The ultimate objective after the pilot would be to provide every elementary child at the grade 5 or 6 level with the equivalent of a 10 hour class and road cycling course.

## HOSTELLING OUTDOORS CYCLING CLUB presents Winter Cycle Travelling Talks

Location: Nicholas Gaol Hostel  
9th floor lounge, 75 Nicholas St.

Mar 13, 7:00  
West coast Scotland & Isle of Skye.  
Angus Ricker

Mar 27, 7:00  
The Netherlands,  
Bruce Timmermans

Apr 10, 7:00  
Sri Lanka & Costa Rica,  
Bob Spicer

### NO ADMISSION CHARGE!!!

Help us plan our 1991 season of  
day & weekend trips

For more information call:  
Hostelling Outdoors' Recreation  
Hotline at 230-1200

## Bicycle Maintenance Courses

Fully hands-on maintenance. Each component of the bicycle is taken apart and examined to see how it works, overhauled and serviced as required. Through lectures and demonstrations you learn the "how" as well as the "why" and then do it yourself on your own bicycle.

### 7 weeks Hands-On, 7-10 pm

1/ Tue: Apr 16-May 28. Hillcrest HS  
Register with OBE 239-2325.

2/ Wed: Apr 17-May 29. Fielding HS  
Register with Jill Hopkins 731-6058.

3/ Thur: Apr 18-May 30. Hillcrest HS

### 3 weeks Hands-On, Sat 9 am - 3 pm

Apr 20, 27 & May 4. Ottawa Tech HS  
Register with the OBE: 239-2325.

### Theory Practice of Wheel Building

Two nights, two weeks apart, so you can get the supplies and get started. Theory and how-to on first night; finish your wheels second night. Only simple tools needed. Mon Apr 29, May 13, 7-10 pm. General Vanier H.S. (McCarthy & Walkley Rd.) Register with Jill Hopkins: 731-6058.

Instructor: Bruce Timmermans

## Cyclists Mugged at AGM

by Brett Delmage

About 50 members and other interested cyclists attended CfSC's BYOM (Bring Your Own Mug) annual general meeting and social at the McNabb Community Centre on October 26. Almost everyone who attended was mugged, and no styrofoam cups were used! Unfortunately, my attempt to keep the time spent on business to a minimum was less successful (CfSC executive members like to talk as much as anyone). But those who out-stayed the reports were rewarded with a wonderful presentation by Patrick Chen (see —), and a chance to meet and talk with other cyclists afterward. Thanks to Alayne McGregor who provided homemade muffins, Jacquelin Madill for chocolate chip cookies, and the Bike Stop, Ottawa Bikeway, and Terry Smith at Bike-Up Canada for donating door prizes. During cleanup, we discovered that former CfSC Promotion Committee Chair Don McIntosh wasn't as bright as we thought he was - he left his headlight door prize behind!