November 1991

Volume 07 Number 4

Municipal Candidates respond to Cycling Survey

by Brett Delmage

Can't decide between candidates A, B, and C? CfSC has the (bicycle) answers.

CfSC is pleased to present the results of the second regionwide municipal elections cycling questionnaire. All candidates for Ottawa, Nepean, Gloucester, Kanata and Regional Council, including Regional Chair, were polled. The results show that the candidates were pro-cycling, with reservations. Generally, candidates were more supportive than in the 1988 survey.

99 of 130 polled candidates responded to the questionnaire, with the best response in Kanata (95%) and the worst in Gloucester (64%). Almost all candidates said they believed cycling has an important role to play in the local transportation system, to promote health and fitness and energy efficiency, and to reduce congestion, noise, and pollution. They were very concerned about environmental issues, and mentioned them frequently.

However, many said they would have to look at where the money would come from, particularly for bridges, roads, paths, and snow-clearing. They said they were very concerned about raising taxes.

21 candidates cycle to work at least occasionally, while most cycle for recreation. However, many said they were deterred from cycling because they felt unsafe. Many mentioned safety as a reason for supporting cycling education programs and increased law enforcement against both cyclists and motorists.

A question about discouraging automobile use downtown drew support and opposition from across the Region, although more of the downtown Ottawa candidates supported it. Those who opposed it felt it was unnecessary or impractical; those who favoured it felt it would make roads safer for cyclists and improve conditions downtown.

continued on page 11

Don't miss CfSC's great

Year-end Social and Annual General Meeting

Special Guest Speaker
Sue Zielinski
Coordinator, Toronto Commuter Bike Program
Founder, Auto-Free Toronto

Refreshments will be served! New (1992) CfSC Memberships will be sold! Meet Municipal Cycling Advisory Committee Reps!

7:30 pm Friday November 22

Champlain Room, Regional Government Headquarters 111 Lisgar Street Bicycle Parking at Lisgar St. entrance Served by OC Transpo #3,5,6,14 and all Transitway routes

don't forget... BYOM - Bring Your Own Mug!

CfSC's annual reports will be available at 7 p.m., or phone 722-4454 after November 15 to receive a copy by mail. Nominations will be accepted from the floor, from members in good standing, for the executive positions listed on page 2 of this newsletter.

CfSC acknowledges the generous support of The Bike Stop, 1223 Bank Street 731-5211 for sponsoring our guest speaker and refreshments.

INSIDE

Few charged in light campaign	3
Full Election Survey results	4
Sidewalk Cycling Policy	11
CfSC to Incorporate	10

LETTERS

The CISC 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 CISC 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 CISC, 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: ACCEPTANCB of the responsible cyclist as a legitimate road user; EDUCATION of all cyclists to improve riding and traffic skills, and also of other read 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 CISC 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 Pacilities 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.

Citizens for Safe Cycling		MARKET
Box 248, Station B, Ottawa,	K1P 5C4	722-4454
SOMETHING OF STREET	fax:	729-2207
President	Brett Delmage	729-0323
Treasurer	Mary Allen	
Education Chair	Peter McNichol	592-7620
Facilities Co-Chair	Sid Board	226-7319
Facilities Co-Chair	Avery Burdett	226-5595
Legislation Chair	Peter James	728-2187
Membership Chair	Jackie Madill	824-9440
Newsletter Editor	Gary Bellamy	236-3182
CISC's OCAG Rep	Alayne McGregor	722-6210



CfSC Newsletter is copied on recycled paper Thanks for informative efforts on cycling issues in the Ottawa area. I've recently become a member and support much of what you are doing. I would like, however, to differ with your unwillingness to support mandatory use of bicycle helmets. I think that your rationale - that such a mandate would reinforce public misconceptions that only helmets prevent injuries, and that it would divert attention from education and on-road behaviour - is thin. I believe that if motorcyclists and moped riders must wear them, cyclists should also. Because of our lack of speed and consequent restriction to road edges, we are even more vulnerable than they are. Aren't bicycles and motorized vehicles basically incompatible?

David Wilkins, in his letter deploring the lack of respect shown pedestrians by cyclists, demonstrates a solid rationale for separating them. I firmly believe that the way to safer, environmentally sound transportation lies through the creation of a Gaia-class system which separates cyclists from pedestrians and motorized vehicles, and which encourages cycling and discourages vehicular pollution. We have an opportunity here in Canada's capital.

Jim McRae

August 29,1991.

Dear C.F.S.C.,

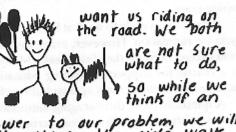
We call "junoir cyclists". We enjoy the city by bicycles. In the past weeks we have gone to many museums, galleries, ect. We enjoy doing this during summer

months. We also have a problem. Both of us do not feel comfor-

table on busy streets like Holland, Island Park, Wellington, ect. We also do not feel comfortable riding on the sidewalk.

We have riden on the sidewalk rather than the street because of the car traffic. My father

says use the street, but my mother doesn't



still ride on the side walk.

poselyn Pringle

P.S. I'm II years ald and my
friend [Heredith Davis) is twelve.

Should Bicycles be Permitted on Sidewalks?

CfSC has recently examined this issue in response to a request from Nepean Cycling Advisory Committee.

We have prepared the following background:

Pedestrians travel at about 5 to 8 km/h, and do not expect to be overtaken, or to meet, traffic travelling at a much higher speed. Pedestrians tend to stop suddenly, or move sideways (either when travelling, or from a stationary position) without shoulder-checking. These circumstances can easily cause accidents, with risk of significant injury to both parties. Elderly or poor-sighted pedestrians can also be frightened by faster-moving bicycles. Child pedestrians are typically less controlled on sidewalks, and therefore also present a risk of injury to themselves or to cyclists.

The comments above regarding pedestrian safety apply equally to cyclist safety. In addition, at intersections, motorists (and cyclists) also traffic on the sidewalk to move at about 5 to 8 km/h. They may not anticipate the arrival of

by Peter James

a sidewalk cyclist at a much greater speed, and an accident may occur because the cyclist "came from nowhere". Riding up and down sidewalk curbs, and dodging pedestrians, will also increase the r i s k of a "falling-type" accident.

The traffic system works relatively well because the actions of each roaduser are fairly predictable. This is only the case because the rules of the road are well-known, generally understood, and followed by most road-users. The actions of pedestrians, by contrast, are significantly less predictable. This is not a major problem if the other traffic sharing the same space is also pedestrian traffic, but it becomes a significant problem when cyclists use both the road and the sidewalk. It is not uncommon for sidewalk cyclists to shift from road to sidewalk, and back, as "necessary" to avoid an obstruction. This kind of behaviour makes it almost impossible for other road-users, and pedestrians, to predict the next manocuvre by the cyclist. This will increase the risk of accidents, and will also increase the ill-feeling that both road-users and

pedestrians often voice towards cyclists

The big misconception is that a bicycle accident is an accident between a bicycle and a car. It is on this basis that cyclists are considered to be safer on sidewalks (because they can't be hit by a car). Unfortunately there are many more types of bicycle accidents, and the risks associated with these types of accidents are generally increased if cyclists ride on the sidewalks.

See CfSC's sidewalk policy on the second last page.

Everything You Wanted To Know About Cyclists

Ottawa Cycling Advisory Group member John Almstedt has been busy compiling results and deriving interesting relationships from the more than 1700 Bike to Work Week questionnaires that were returned in June.

Here are a few samples:

" 45% of the respondents have been a commuter cyclist for less than 5 years

"63% chose health as their first reason continued on page 11

Few cyclists charged in light campaign

by Peter McNichol

For the week of September 23 to 29, Citizens for Safe Cycling asked the Ottawa, Gloucester, Nepean, and Kanata police services to be extra vigilant and observant of cyclists riding at night without lights.

The Ottawa-Carleton Safety Council participated by providing information cards which were handed out by the police to cyclists they observed cycling at night without lights. These cards contained information on the minimum requirements for night time riding, including types of lighting available, and suggestions to make a cyclist more visible at night.

The information and the campaign were received well by all the police forces and constables were out in full force telling cyclists riding at night that they must have proper lighting. Several hundred "Ottawa Carleton Safety Council Bicycle Light Information Cards" were handed out by the police, but few charges were laid. In Ottawa four cyclists received written warnings and no one was charged. In Nepean four cyclists received written warnings, including one requiring a 72-hour time limit to show proof of proper lighting, and four were charged. In Gloucester, two were charged and no one was charged in Kanata; Gloucester and Kanata do not have an official warning system. The current fine for improper bicycle lighting is \$20.75.

Good cyclists wonder why police are reluctant to charge cyclists. Cyclists are criticized daily for their lack of adherence to the laws of the road. Good cyclists know this is a problem. Even they are being criticized for being on the road by uneducated motorists who neither share the road nor understand that cyclists have the same rights as motorists.

Citizens for Safe Cycling will be asking the police to put on this and similar campaigns next year and will also continue to put pressure on police to charge cyclists who are acting in a dangerous manner to themselves and other road users.

CfSC 1991 Municipal Elections Cycling Questionnaire

Unless otherwise indicated, all questions are Yes or No response with space to write reasons or other response.

Written responses to Q12 and 13, and interesting responses to other questions are shown.

Responses are coded as shown below:

N- No marked and negative written answer N No marked

N+ No marked, but positive written answer Nb No marked, written answer indicates subject to budget considerations

? neither Yes or No marked

Y- Yes marked and negative written answer or answer limits/negates

Y Yes marked Y+ Yes marked and positive written answer

Yb Yes marked, written answer indicates subject to budget considerations

Questions for all candidates:

From April to October, what is your main mode of transport 1a) to work? 1b) for pleasure?

[1] bicycle [2] bus [3] walking [4] car [5] other:

Do you bicycle 1c) to work? 1d) for pleasure? If so, how many times per week and in which months?

- 1e. Do you have a child or children who cycle? [1] yes to school/errands [2] yes for pleasure [3] no
- 2. Do you support the use of the bicycle as a viable mode of transportation in Ottawa-Carleton? Reasons?
- Do you support budgeting to ensure that roads are safe for cycling? This includes well-maintained roads (few potholes and cracks), sewer grates
 that don't trap bicycle wheels, outer curb lanes that are wider than inner lanes, shoulders that are paved rather than gravelled, and cyclist-specific
 warning signs where paths meet roads.

1. Do you support a mandatory requirement in the site approval process for adequate bicycle parking, in the same manner as automobile parking is

required now?

- 5. Do you support the inclusion of Can-Bike cycling skills (defensive cycling) courses in municipal recreation programs? (See enclosed brochure.)
- 6. Citizens for Safe Cycling is in favour of stronger traffic enforcement against cyclists and motorists who disobey traffic laws, so that they are aware of their mutual responsibilities to share the road. Do you support this position?

Would you support of increased use of bicycles by police and bylaw enforcement officers in your city?

- 8. A growing number of residents cycle year-round, both for fitness and for convenience. Would you support a) improving snow-clearing standards to ensure that lanes on the roads are wide enough for cyclists to share with cars and b) a program of clearing selected paths where they are needed to connect the cycling network (e.g. the paths near Hurdman Station)?
 - Would you support the establishment of an annual budget for cycling facilities, education, and encouragement in your city and in the RMOC?
- 10. This June, the RMOC, the cities of Ottawa, Nepean, and Kanata, and CfSC worked together to organize Bike to Work Week. Would you support funding Bike to Work Week in 1992?

Would you participate yourself in the 1992 Bike to Work Week, by cycling to work at least one day that week?

Would you support funding educational campaigns on other issues, such as defensive cycling skills?

- 11. Should the private use of automobiles in the downtown core at peak periods be discouraged, in order to make it easier for residents to travel by foot, public transit, and bicycle?
- 12. What have you done in the last three years to improve the cycling environment (whether or not you were in public office)?

13. What would you do during your term in office to improve the cycling environment, if (re)elected?

Additional questions for all Regional Chair candidates only:

Q14 from Gloucester list, Q16 from Ottawa list

Additional questions for Gloucester candidates only:

- 14. On busy roads, adding paved shoulders can substantially enhance the safety of cyclists and motorists, as well as extending the life of the road. In Gloucester, Innes Road and St. Joseph Blvd. are two major roads linking the municipality for which there are no convenient alternate routes. Would you support adding paved shoulders to these roads?
- 15. How would you ensure that recreational paths built by the city are integrated into Gloucester's local cycling network?

Additional questions for Kanata candidates only:

14. Many walking trails in Kanata, such as the new pathway through the NEA, are also used by cyclists. Where should Kanata put its first path designed specifically for bicycle commuting and recreation?

15. At what locations do you think the city should provide bicycle parking?

16. Would you follow the recommendations of the current Kanata Council's Green Plan and build wider roads to accommodate cyclists?

Additional questions for Ottawa candidates only:

- 14a. As an example to other employers in the city, would you be willing to provide well-designed, well-lit bicycle parking, protected from the weather, for both staff and visitors in the new City Hall?
- 14b. Would you be willing to provide shower and change facilities for staff at City Hall to encourage cycling and to reduce the demand for car parking space?
- 15. The City of Ottawa recently hired a bicycle coordinator (from existing funds) to, among other duties, prepare a Comprehensive Cycling Plan for Ottawa. Would you be willing to continue funding for this position after its initial two-year term?
- 16a. Cyclists going across downtown and further east are crowded onto a small number of very crowded, busy bridges over the Rideau Canal and the Rideau River. Many cyclists believe that the bridges (Mackenzie King, Laurier, Wellington St., and Cummings) are unsafe. As a partial solution, the RMOC has allocated funds for a pedestrian/cyclist bridge over the canal from Somerset W to Somerset E, but has encountered opposition from federal government departments. Would you be willing to lobby for that bridge to be built?
- 16b. Would you be willing to lobby for a pedestrian/cyclist bridge over the Rideau River near Somerset St. E?

Christof Jalkotzy

p >

ĝ

ğΖ

å >-

۰,>

ح ہ

<u>ہ</u> >

..

m e-

,ż

Too many things are mandatory NA NA Y

2 ×

REGIONAL CHAIR

Dale Alkerton

no phone

Don't know. No brochure,

no number

As a bicycle mechanic I have trued wheels, adjusted deraillers, tightened brake cables and saved many cycles As a cyclist I doubt I could do enough. As a regional chair who regualarily cycles I could at least raise the

from the trash heap for their owners.

profile of cycling.

ń

NO RESPONSE

Peter Clark

Page 2

2>

8>

3> , ÷

All transportation media should require some level of education to permit an individual the right to use Platform.

them. This can be formal or informal.

It is the neighbourly way of community patrolling. Would prefer better education programs.

Not only for the bicyclist, but also the pedestrian.

Cycling is a valid form of mass transit.

22

37.

=>

§ >

. >

. >

.>

٠>

.>

.>

->

,>

16 ty

But use "honest" economics in charging for the use an automobile makes of the region's resources.

Encourage planning that places work and residences close together. Lobby for some transportation routes I work out of my home, and worked with Civic Form and Diane Holmes Transportation Forum. to be designate 'small vehicle route' including bicycles. 出位は

3 8 8 > . 6 , , , , 34 NA NA 3 Y Y Y Victoria Mason

Yy+ Y

Because cyclists who do not obey rules of the road are a threat to their own safety and can cause To cut down on emissions. 820-6241w

am not certain. That would depend on budget requirements. That should be the decision of the police and bylaw officers.

Y+ Y,Y NA

I do not oppose it! But my times are very irregular. 10s. That would depend on financial needs. I am looking to cut regional taxes.

have recommended this for some time. But some streets should be set aside for buses only rather than

building a tunnel or two.

Reestablish definite bike lanes. But I would like to see education for cyclists. Make it easier for cyclists to have continous routes. no answer 3 5

Long overdue! ž

YYBYB ž ž a £ ž + X Y1 12 Y+ Y+ Y Y? Y Y Frank Reid

My record is clear on this (i.e. Hwy 16, Hunt Club, Advisory Committee).

However, I have not researched this topic. ic in Barrhaven.

My record - Hwy 16.

no number

Measures which increase cycling as a transportation mode as apposed to a recreational device take Emphasis on cycling in our budget would represent clear commitment to address pawlic concerns

flexibility and easy access to confined venues.

consequently public support for budget issues which meet the needs of the cyclist,

pressure off our road building programmes and the environmental degradation which results.

regarding environmental degradation.

transportation mode.

Prograawes which support the non-essential use of the automobile downtown (parking, bus tunnels) are It's about time I took part, myself, as a leadership example of the bicycle as a viable and efficient

environmentally degrading and unaffordable to the public. We must move in the direction suggested here. I have consistently supported recent initiatives in the official plan of Ottawa and attempts to address all I will move aggressively to include a formal budget commitment to cycling in the Transportation Budget at the Region to achieve the goals I have committed myself to above. I would like to set up a formal consultive process including transportation department and Citizens for Safe Cycling before the budget for 1992 is set. Budget constraints will force us to cut back on or defer a road project in 1992 to assign Not only would it be safer for cyclists not to have to interface with heavy traffic on existing bridges. These small structures would be a dramatic statement of public commitment to planning for cycling as an integral component of transportation planning for the 90's to make living in the City a more healthy

specific issues which have come before Regional Council.

ď ń

The bicycle will be seen by all applicants for development approval as an integral part of transportation Defensive cycling is very important as it is better to be alive through precausion than injured or deal by dogmatic adherence to the rules of the road when someone else affecting the cyclist is not. There will be greater respect for and acceptance of cyclists on the road by motorists and pedestrians and Law enforcement is always more effective as it "rubs shoulders" with the public. Police cyclists would instill public respect for the bicycle as a useful and effective transportation mode with its demonstrated

Everything that can be done to increase the number of cyclists on the roads should be budgeted.

Energy efficient, environmentally sensitive and improves personal health.

¥ Z

S64-1317W

Darrel Kent

More carefully consider your action plans and recomendations.

If the number of eyelists are economically justified. If the number of cyclists are economically justified.

To ensure safety.

For healthy promoting goodwill & protecting environment.

For bealthy & protecting environment.

53

no number

Michael Hahn

Yes my record is clear on this.

 4.10a.c. I would prepared to listen but I have to protect spending through taxes.
 Hunt Club Rd - request for funding. Hwy 16 - bike way. Nepcan Cycling Adviswry Committee. Support of Bikeways along Transitway.

Work on special events to raise money for cycling education - personally participate. Promote cycling ć

week through RMOC public relations.
Again subject to other funding priorities.
Subject to Provincial Funding.

£ 5

. > , > John Turmel

Can use LETS [Local Area Trading System] Green Dollars to have work-bees to build such facilities.

drive extra carefully around cyclists.
USE LETS for funding improvements.
LETS can fund the job 건선적

Citizens for Safe Cycling Box 248, Station B, Ottawn, K1P 6C4 722-4454

experience a more affordable experience and a more environmentally sensitive practice.

the money to cycling objectives without raising taxes. I will not hesitate to do this.

Ź

Citizens for Safe Cycling Box 248, Station B, Ottawa, K1P 6C4 722-4454

± ±

..

٠,>

~ >

. ×

Continue what we did in question 12. Encouraged more use of bicycles.

Along the existing and future extensions of Terry Fox Drive. At all places. They are required as indicated in our site plan development.

Yes, It was my idea to do so and included in a 17 point green paper over a year ago. 7 2 2

Sometimes I love running and walking. 걸성

Merle Nicholds

591-1425

Better for our health, our environment, cheaper.

I am one of those cyclists who is apprehensive about cycling on high traffie, dangerous streets. More importantly, these measures would encourage people like myself to cycle instead of drive.

Safety is more effective if we are proactive and cycle defensively. This would really encourage cycling.

This would be an effective method of ensuring that everyone will respect the rules of the road. I would love to see our police and bylaw officers on our pathway system.

Encouraging pedestrians and cyclists is in the long-term interests of the community.

This too would encourage more cycling and reduce dependence on cars.

I believe that you should always set a good example. ġ ij

I lived in Europe where there were no restrictions on automobiles. There was a high volume of theyeles and pedestrians in the downtown cores and all forms of traffic flowed well. Essential part of safe cycling. ÷

I have been promoting the development of a pathway system. I am a firm believer in physical fitness and Encourage efficient pathway network throughout city. Promote bicycle lanes or wider outside lanes along encourage and support others to take up cycling and walking. 덛

ರ

Kanata needs a path, or wider lane, along March and Eagleson Roads for commuting. This would also major roads to promote safer and easier cycling. Promote education in defensive cycling. help to link to commuter and recreational paths throughout Region. Ħ

allowing eyeling on arterial roads. However we must not lose sight of allowing pedestrian traffic too. We I am not spegwically familiar with the policies of this "Green Plan". This awald be a practical method for must promote sidewalks and pathways too. If all roads were widened throughout city for bicycles we might not be able to allow for sidewalks and pathways. Narrow streets encourage pedestrian traffic and discourage supomobile traffic and excessive parking. We must ensure that our streets are all things to all people. Near public transportation hubs, libraries and public facilities including parks and shopping centres. 5 36

=> 8 ż ā> γg, Yb Yb , × 1d 1e 2 Y2 2 Y BEAVERBROOK 592-4510

Need my car because I work out of the office. 8

lan Cumming

Nowhere. Are paths are built for joint use and given responsibility by both walkers and bikers it will work very well.

Shopping and Recreation areas and city facilities.

practical Clayton Hemond

592-4542

z. Y+ Y+ N. Y + Y Y+ Y. Spring, summer, fall. N Y2 2

It is great for your health not to mention the environmental benefits. In Kanata we hudget for pathways linking all parts of our city.

All cyclist should be aware of traffic rules and right of ways. As a PTA President ... bicycle parkinawracks are a must.

At present we do not have our miles and miles of pathways patrolled and they should be They share the road, they should share the responsibility.

Winter bicycling is to dangerous for the cycling person and the motorists. We can't even get proper snaw clearing for motor vehicles let alone cyclist.

What do you mean by facilities and encouragement in your city? It works and makes people aware.

Kanata candidate responses - CISC 1991 Municipal Election Cycling Survey

Page 2

10b. I work over 25 miles for work. It would be a benefit to us all.

It is time people took pride in their City's and the traffic downtown is not exceptable.

I carried out a study/survey re: additional pathways for Beaverbrook, Kanata on Completion. It was incorporated in the City's Pathway Plan. 글걸

Promote and encourage any and all of the above. These walking trails are also for bicycling. ń

At any and all City Buildings/Places of Work and Recreational Centres.

This would encourage the greater use, cyclists to and from work and provide for safer streets and would 4 51 5

٤ż \$ % , ż Y. Y? Y+ Y+ Y+ Y 134 N Y1 2 Y- Y2 Y+ Y- No work downtown (13 km from office). For short distances to work. preserve the environment.

2 يو

592-5108

Robert Hillary

Support bicycle paths ahutting regional roads and city collector roads. Should be part of site plan approval.

Would provide for greater awareness and improve safety for cyclists.

In downtown Ottawa many cyclists go through red lights, cut off pedestrians (especially the courier services). If they can reduce crime and vandalism in areas that are not readily accessible by vehicles.

Two wheel vehicles are a danger in icy and snowy conditions expecially in the Ottawa-Carleton region.

Provided advisory committees presented reasonable costs and programs to city officials/council. Encourage use of cycling to get to work against using automobile. 10g

Too far and do not have proper cycling equipment other than pleasure. 106

Anything to improve safety for cyclists. 볼

Would be a good idea but are the public ready to park and ride (public transit), are city parking facilities going to remain half empty. I support but doubt in Ottawa Council would.

Supported the establishment of Kanata Cycling Advisory Committee. Have approved site plans in retail, commercial with bike racks. Encouraged and approved bicycle paths adjacent to new roads in Kanata. Ęį. 13

Continue to support use of cycling as an alternative to car, Support bicycle paths adjacent to regional and municipal roads. Encourage reports to Council by the Cycling Advisory Committee on new programs, funding support, and safety programs.

The speed cyclists use this new pathway makes it almost impossible to travel it safely. March Road expansion to Klendike Road should include bicycle path, Herzberg Road, Terry Fox. Drive to move a few shared include bicycle paths. ž

At the new town centre, at Hazeldean Mall, and along Hazeldean Road. City should provide parking a major recreational facilities such as leisure pool, outdoor swimming pools.

The wider reads will accommodate bicycle paths that users have requested and is good planning. ğ. > Y1 2. Y+ Y? Y+ Y+ Y

Y+ 7h Healthy and economical means of transportation. 892-452

M. Wilkinson

Where possible - to reduce accidents and conflict with motor vehicles.

Too many eyelists break traffic laws and car drivers don't take them seriously as vehicles, Separate bikes from ears and keep them out of the way of

Within reason. Has been useful in Kanata where there are many hike paths away from roads.

Maybe. Need to know costs first and number of users. Tax dollars are scarce.

May include cost recovery in programs as per other programs. Great idea.

Possibly if can work in with job. I work in real estate and need to transport clients frequently. 뎔 త్త

Many business people and disabled need cars. Would require difficult menitoring. Prefer cost recovery programs.

Continue to improve cycle paths particularly to new areas. Have cycling programs in recreational programs Encouraged cycling. (In past developed cycling system in Kanata.) Update Kanata pathway map. ₽ĺ.

Prefer joint use paths. Need routes to Kanata North and South Business Park for use by employees.

Major shopping areas, recreational complexes and community centres.

Where separate paths not feasible.

Citizens for Safe Cycling Box 248, Station B. Ottawa, KIP 6C4 722-4454

Citizens for Safe Cycling Hox 248, Station B, Ottawa, KIP 6C4 722-4454

= *

ž >

8 >

ē >

BRIDLEWOOD		£	2	2	2		n	,			•		
Yoland Adams	4	4	z	Z.	2	>	>	>	7	>	>	>	40
591-7636	JC.	III.	ossible	with	NA I	reviou	JS OC	dedu	g				 Impossible with my previous occupation.
	0	With	opor 4	de an	-	-	-	7	17	4			

today's economic picture including high taxes, any new programs will have to be lixeled at earefully. Through schools, police forces, city programs, etc.

Discourage yes, disallowed no, private automobiles in the downtown core are still a necessity.

Work with the cycling advisory committee to improve pathways, work towards improved bicycle parking.

City sporting facilities, parks, arenas. Ensure malls and stores provide adequate parking. I believe all pathways can be shared by cyclists and pedestrians. 2 45

+ N+ X £ Y+ Y+ Y 12 Y+ Y+ Y+

For environmental reasons - anything we can to promote better air quality is positive. 1c,d,10b. Unable to, arthritis

592-2962

Eva James

It ensures that bicyclists have a place to park and not interfere with pedestrian movement. For safety.

I am always amazed at how many people do not know the rules of the road and cause safety problems. I have always supported the share the road program for obvious safety reasons.

If at all possible within budget restrictions.

Under grants review as new initiative.

I have mixed feelings on this as I have to rely on driving into the core for meetings and have difficulty with public transit (walking) and also have time constraints but support getting people out of the cars if possible. I have supported the efforts of your association and voted to support the creation of the cycling advisory.

committee in Kanata.

Continue to support your efforts in making Kanata and the region as safe as possible for cyclists within our budgetary limitations - phasing in costly projects as road improvements are made, etc. ń

Shopping centres, strip malls public buildings (libraries, city hall etc). Hopefully not all at city cost, Get I would hope our cycling advisory committee would give us some suggestions, recommendations. developers to put in. 4 4

9 > => 8> êz. ğ >-~ >-, × 12 · Y+ Y+ Y Y- Y 2 2

I am a Mum at Home! 20.00

831-3200 Pamela Cripps GLEN CAIRN

Perhaps if the roads were made safer fewer cyclists would use "pedestrian" paths, making if safer for those Environmentally friendly - less congestion in the downtown core. 15

There are too many dangerous cyclists on the road making this program readily available will encourage its on foot.

Classic Catch 22. There are poor on both sides of this one so let's tighten up on both.

I do not work outside the home and should not bike with my knees. More accessibility to the public - both cyclists and motorists! 106

It would save lives.

Make Bicycle Helmets Mandatory!!! 90.24

I think that a path along the west side of Kanata would connect the Kanata South Business Park and Kanata Lakes/Morgan's Grant etc. in the North and from there each community would be connected to it with the already existing pedestrian/cycling paths.

Shopping Malls, Community Centres, Public Pools. જું જું

There are many cyclists in Kanata and anything to improve the safety of the roads would be welcomed.

> ż ۲. > × ٨٠ ٨ ÷ May through October. 4 달 약 다 다 등

ę

Non pollutant, good exercise, cheap transpo. Safety, common sense,

836-2588 Doug Felhaber

Visibility, closer and higher contact.

35 miles one way.

Citizens for Safe Cycling Box 248, Station B. Ottawa, KIP 6C4 722-4454

Supported cycling groups with support of site approval process for bike parking. Personal example (cycle as Kanata Council has yet to follow this plan but would support such a plan where it is possible - we must also چږ ;ż It is close to impossible to pate and repair all cracks because of weather and cost ğ ¿. Demand goes up and down from year to year also depends on priority of RMOC. Not at this time we have not reached the point where this is a serious problem. We don't pay for driving instruction bikes come under the same consideration. βz Especially Kanata Glen Cairn which is compact and easy to get around in. Possibly on railway right of way if possible; possibly along Terry Fox. "ż It may be impossible to do some of this because of the expense. Maintain pathways to acceptable levels within the city of Kanata. . e <u></u> Continue to listen to concerns and support if possible, . . , ż , ž Supported rails to trails in Kanata. Where possible within reason (5). 1,2 Y+ Yb Would on an ad hoc basis. This is now being done. To make people aware. Less cars on the road. be aware of the cost! All arenas, parks. much as possible Don't know. Safer roads City Hall. ġ 450 Lionel King 836-5675 836-1741 CARDONTE Doug Parsons

χ, βż . ż Y+ Y Y+ N. , ż "ż

Only for a very small segment of needs. Weather and geography of transportation needs and location restrict cycling to a small percentage of overall transportation requirements. Regional population is aging

intend to support minimal increases in taxes for special services, and I would not wish to encourage I think that adequate space can usually be found without the need of any further legislation. minging of cyclists with automotive traffic streams.

This is very useful for those who wish to take up bicycling.

Many cyclists are extremely irresponsible in their use of the road and sidewalks.

This could be an element in the community policing needs, and bringing police and public together. I think that it is irresponsible and dangerous to encourage cycling in Ottawa winter conditions. At present we need to think of ways of cutting costs, not adding new ones.

believe that moderating public spending, not increasing it, is the current priority. live approximately 15 miles from my workplace in the centre of Ottawa. 9 S

Improvements in public transit should precede this step, since people have to get to work! Nothing. 2 2

support encouragement of education programs, and I think that a major priority is that cyclists must have much elearer lighting on their machines at night.

I think that the existing network is prefty comprehensive and see no urgent need to expand it. 4 81 3

I see no reason to increase road heilding cost to accommodate a small segment of transportation requirements. I am making the encouragement of a Light Rail Transit System part of my election platform. This would be an encouragement to cycling since people could cycle the short distances to the LRT stations. I think the LRT could pay a prime role in improving public transit, particularly to the West End of Ottawa. Municipal Offices, Public Transit Interchanges,

where existing rights of way are available.

Citizens for Safe Cycling Box 248, Station B, Ottawa, KIP 6C4 722-4554

Page 5

Summer months. A1 A1 KATIMAVIK-HAZELDEAN Ic,d. 591-3915 Derek Foster

Environmentally friendly, reduces traffic congestion, good form of exercise for all individuals. If we are 2,3,4,104.

to encourage cycling, we must also encourage safety.

Primarily for safety awareness for cyclists and would be cyclists.

Safety for all who use the roadways.

Question #2. Also officers could observe on a slower moving bicycle than a car.

Question #2, also as vehicles they should have the same rights as ears.

To encourage a wider use of bicycles as opposed to motor vehicles.

Encourage others to do the same, support the program

Primarily for safety for all cyclists 6 6

Ouestion #2. Also it would take less money to repair roads, etc. as bicycles, walking, etc. is easier on them than cars.

As I was not in public office, the power to improve cycling environment was limited. However, participation in cycling, and ensuring I defensive cycling, helped keep the cycling environment safer. d

Yes. I would support most of the programs that have been listed in this questionnaire. I would also keep an <u>~</u>

open ear and an open mind to any further suggestions this organization might have.

Off the top of my head I'm not sure. I feel it should be somewhere that many residents could have access, 4

but also somewhere that will be useful for community purposes.

All commercial establishments such as malls. All schools, recreation facilities. Basically anywhere people 2

would eyele to.

To encourage cycling, but also looking at the safety factor. 9

. * Y+ Y Y+ Y 591-7736 Alex Munter

ğ> 8> \$> . > Promotes good health and a clean environment.

In addition to environmental aspects, bicycle use will bring police and bylaw enforcement officers closer to Will encourage use of bicycles.

Worth study.

It is important to establish a functional bike path network in Kanata. In addition, dedicated bike lanes on 2

The first such path should be routed along the arterial spine of Kanata - Eagleson/March Roads from major city roads should be a priority. Bridlewood to Morgan's Grant. Ź

At all city facilities. 13 Y. Yh Y. Y

592-6629

Sev Read

To the extent this is possible given physical restrictions of some areas and budgetary restrictions. We do this where applicable.

Becomes more difficult during periods of inclement weather and for some people is unrealistic.

Y Y Y

This enables police to have more personal interaction with the public.

I'm not sure this is entirely feasible though given the rate of melt/freeze eyele we have in O/C region.

Already being done to some extent.

I don't know in view of the fact that one of our staff members did this on a rarely used bike and was in an accident and seriously injured. Already have. 8

Reinforce my daughter's knowledge of hicycle safety. Speak out regularly about pedestrian/cycle/car safety. Where possible through existing programs. Snands good but I don't believe there is public support. We do not have a great climate for cycling. 형목대다표전

Continue as in 12 and support programmes as above.

Recreational/Shopping facilities, office bldgs, work places

Couldn't say off the top of my head. Would require some study.

Kanata candidate responses - CISC 1991 Municipal Election Cycling Survey

200 MARCH RURAL BIII Berry

g 25 725-7374

Within the limits of our appalling climate, i.e. to be viable one's employer would have to provide shower and change facilities as well as storage facilities for foul weather gear and, of course, bicycles, regularly. I have a good bike here, which is seldom used, because it is usually too cold.

Within reason, i.e. new collector roads etc. I'm not prepared to retrofit ALL streets and roads with paved

shoulders. However we do maintain our streets in first class condition.

Commercial & civic sites.

Great idea. However drivers need education too!

disaster waiting to happen. I have an exercycle; no snow, no slush, no danger. Or, I do my cycling in I have a real problem with the idea of cycling through salty slush in the dark of winter. Exercise? A We already do. i.e. pathways patrol. Florida during the winter. 4 5 6 8

Within reason, See above, I'm not prepared to support the idea of encouraging cyclists to compete with traffic in the winter.

Within reason. Tell me how much it will cost and then I will tell you how much support I will give you. 9 5

Provided that we get one full day where it is not too cold, too hot, raining or snowing.

If you mean Ottawa, Yes. The downtown core already discourages cars. It costs a fortune to park.

I have supported every initiative put forward by your group.

Not sure. I rely on your group to make the suggestions, then I will examine them (as I have in the past) to determine if they are viable and affordable for our city. 1445

I don't know. You tell me!

City Hall and City owned facilities. 40.00

9>

=>

I supported it in the past, then it is likely that I will continue to do so.

your sanity. In short, If you let the wing-nuts and radicals speak on your behalf, you will turn me right off. carried away with ideas like cycling on city streets in the winter, I begin to doubt your credibility if not I will continue to support your cause as long as it remains reasonable and affordable. When you get

Y+ Y- Y+ Y+ Y+ Y+ 75 3. Cecil Lyon 832-1290

Energy efficient, less congestion downtown, hopefully fewer accidents of a serious nature, healthier

But not every road! Unless there is a practical way to fund this - I am speaking short term 2-5 years. It will encourage the use of hicycles

For obvious reasons!!

At what cost and for how many cyclists given our climate? I'd have to be really convinced of this. Better community contact, less pollution.

What is a "cycling facility?? Certainly for education.

Reason stated for encouraging cycling generally. 103

I walk to work. 6

Vice-Chair Kanata Environmental Advisory Committee Not campaign as such but certainly the courses.

Encourage cycling where possible.

If by specifically designed for bicycle and this means to include juggers/walkers then I have a problem with it. If not then a path should be put up around the town centre linking the satellite communities. 5 2 5 4

I am Vice Chairperson of the Kanata Environmental Advisory Committee. Cycling is an excellent way, Bus stations. Bus unloading from transit way. Around large office buildings. when passible, to reduce waste in our society and it's good for you. 5 5

Kanata candidate responses - CISC 1991 Municipal Election Cycling Survey P 592-2130 Neil Stalker Page 7 An interesting idea, but I'd need more inforce costs and what we are actually talking about under "cycling \$ £. . 4 Kanata candidate responses - CISC 1991 Municipal Election Cycling Survey .> I require further info i.e. cost comparisons. · > .> Would support - assisting in funding ~ > Where appropriate. 9 Z 109

Page 8

= ż I would give consideration to this matter where appropriate. In city parks and city buildings. 9 13 NORTH KANATA

Would lobby for a paved shoulder on March Road, which is used by a large number of cyclists (Regional

I require more info on what methods would be used to "discourage" private cars.

Would need info re costs.

6 8

892-2300

Shella McKee

ń Z.

I'm not convinced it is possible or desirable to create 'specific user' pathways in a city such as Kanata.

Would like to know more.

I believe our roads should be designed so that bicyclists do not feel they are at risk, ٤. , ż Note - I am not aware this has been a significant problem ~ > .> Y+ Y+ Y. Fitness, environment.

> Mark Gallivan 592-2086

I believe the city should supply facilities but I would like to see this done by volunteers. I support education and encouragement but not necessarily facilities, Participation limited due to distance/multiple work locations. I have concerns about how much use v.s. cost and safety. Only at discretion of Police and bylaw enforcement 9

option to bux/drive the challenge is for Public Transit to sell themselves - by and large it is already more Many workers drive downtown for business reasons (need for car for mobility). For those who have the I would prefer city offers its facilities and this be run by volunteers or for small fees. convenient for pure transit. 9

Promoted a recreational/cycling pathway link between Morgan's Grant and Kanata. Promoted(ring) a Promote bicycle lane for inclusion in planned March Road expansion. bicycle lane for inclusions in March Road expansio ci ď

Any bicycle path, properly planned, should have recreational value. The best commuting, however, is usually following alongside a road system for directness. Funding constraints usually dictate a recreational path have the widest possible use and specific recreational commuting has to be balanced with

Z

recreational needs of pedestrians. Parks and City facilities.

If you encourage the use of bicycles instead of automobiles you must have a place to put them when you White an admirable goal. I'm not sure that it is realistic. There are reasons why some people must use I would encourage the use of bicycles by improving the facilities, such as bicycle lanes, better snow I'm not sure that there should be paths specifically for bicycles. I see no reason why they cannot be used Foo many cyclists operate in a dangerous manner without regard to traific regulations. ğ 5 If you want to encourage the use of bicycles you have to make it safe to use them. g z A bicyclist is no match for an automobile. They are entitled to a safe route, Police on bicycles can go places and see things that they couldn't by car. 8 % Y+ Y+ Y+ Y+ Y+ Y+ Y+ Again for safety reasons, some bicycle users are dangerous. To reduce emissions from automobiles for better health. Anything that reduces automobile use is worthwhile. My work is not compatible with the use of a bicycle. the core for automobiles whether peak hrs. or not. Again, for safety and to improve the environment. To be honest, I'm afraid that I've done nothing. Again safety is the important factor. X + X At all main recreation facilities, Only in basement. by walkers as well. removal, etc. 10a. 3,6 10c. 5 # 13 S.

Property owners should be encouraged, not forced. In fact I would like to see less car parking in site plans to encourage cycling use as an alternative. A large number of community services clubs are looking for projects. This is one area that they would Sorry, I have trouble with winter cycling. I do believe it to be unsafe under any improved conditions. 10b. I live in Kanata and currently keep an office on Blair Road. Education can come from other sources. love to take part in. 25 201

591-2667 Terry O'Nelli

My views on modern town centres, and their planning process is quite extended. Site planning in its present form needs a complete shakeup. I would be bappy to go into this at length if you were to call. Check both mirrors before changing lanes. Consult with Citizens for Safe Cycling.

The city should provide parking only at its own buildings and site. Safety. 3 feet of extra asphalt may save a life.

Kanata already has its first of such paths. Unfortunately, people keep walking on it.

CfSC slams Kellogg ad showing unsafe cycling

by Peter McNichol

CfSC is concerned about the recent televi sion commercial by Kellogg Canada for their Honey Nut Corn Flakes.

While this commercial does show an attempt to use a bicycle as a method of transportation, it shows the cyclist breaking many laws and demonstrating cycling in a dangerous manner. We as cyclists are concerned by this presentation of cyclists and believe it goes to support the attitude of some people that cyclists are not law abiding or worthy of respect.

We also commented last year about a Kellogg's Pop Tarts commercial. This commercial also showed cycling in a dangerous manner with little respect for the rules of the road.

To date we have written our comments to television stations, advertising councils, and Kellogg Canada. We have not received a satisfactory reply from any of them. The only concerns they have about this commercial is how it affects children. They say it is not being shown during children's programming, but they do not comment on whether the commercial is on any shows which children may be watching. They do not believe, due to its humorous nature, that the commercial has any effect on adults.

We have asked that Kellogg Canada not air this commercial, apologize for the insult to cyclists, and make amends by showing cycling in a safe, respectful and law abiding manner in a future commercial.

Citizens for Safe Cycling is concerned about the attitude of Kellogg Canada and its claim to be a concientious company with respect of family values. If you are concerned about this we would ask that you consider not buying Kellogg products. We ask that you write to Kellogg Canada and the advertising councils with your concerns. We will be happy to provide you with addresses. Please call us and leave a message at 722-4454.

NOTES

CfSC to Incorporate

CfSC has been around for since 1984 and we've decided that it's about time that we formalized our existence. Therefore, the Executive will be bringing to the AGM a resolution that CfSC become incorporated. This simple act will bring protection to members and directors as well as giving us access to new sources of funding for new and exciting programs.

Helmet law update

Well, there's no news so far. The private bill that would legislate mandatory helmet use is still "in committee". CfSC is submitting its policy statement to the government and we hope to find out soon just what Toronto has in mind. Then we can plan for a continuation of Ottawa's own helmet campaign in the spring. Ideas? Call us at 722-4454.

Bus Posters

It looks like CfSC will be launching a bus poster campaign in the spring with the left over grant from the Clty and additional funds which we are currently rounding up. This will mean posters on tyhe outside of OCTranspo buses designed to encourage safer road use by both cyclists and motorists - SHARE THE ROAD!

The Bus Strike that Wasn't

There was some hearty cheering around here recently when OC Transpo employees accepted a new contract offer and rejected a strike. CfSC executive members had sweated for a few weeks over plans to keep residents moving safely and efficiently by bicycle. When a strike looked imminent in mid-October, CfSC submitted an urgent request to the Regional Transportation Committee that cyclists be given exclusive use of key segments of the Transitway and the downtown area bus lanes during a strike. We were pleasantly surprised when OC Transpo announced only hours later that

cyclists would have use of all the Transitway in the event of a full strike! In response to our request, the Committee directed Transportation Department staff to bring forward a full report.

Two days before the strike deadline, staff issued a report which recommended that cars with three or more occupants and cyclists be allowed to use bus lanes during a strike. The committee approved the report. Not a bad compromise, considering that the weather was worsening and there would be few cyclists if it was cold and raining or snowing.

Meanwhile, we were still worrying about how to inform cyclists how to dress and ride, what routes to take, etc., and how to implement an effective, full-scale membership drive!

A strike would have been a very interesting opportunity to see how many people would use bicycles, given facilities resembling bike lanes through downtown and elsewhere. CfSC could have boosted its membership. However, too few volunteers were available to assist with simple, but essential, tasks as distributing cycling literature and membership brochures to cyclists on their way to work. Those of us doing the planning were frightened about 'going it alone', especially while the election cycling survey was being conducted.

Gloucester Cmtee Active

The Gloucester Cycling Advisory Committee held its second meeting in October. CfSC's representative, Al Corbishley reports a high level of enthusiasm among members of the committee, which includes CfSC member Bill Steers and OCSC Bicycle Coordinator Christine Jenkins (as a Gloucester resident). The committee has already submitted a budget request for \$5,000 for next year, and is planning to meet with a police rep to discuss enforcement issues.

CfSC SIDEWALK POLICY

Citizens for Safe Cycling (CfSC) believes that the bicycle is a vehicle and should be used on the road. CfSC does not support the designation of sidewalks for the use of cyclists as an alternative to the proper design of roads for use by all modes of transportation. CfSC believes that only in special circumstances should the use of bicycles on sidewalks be permitted, and that the decision to permit such use should take into account all the associated risks. All such facilities should be designed in accordance with the Community Cycling Manual (Canadian Institute of Planners).

Factors that must be assessed include:

 Increased risk of injury to pedestrians and sidewalk cyclists due to erratic or unpredictable behaviour on the part of either party.

Increased risk of accidents between sidewalk cyclists and other vehicles at path-road intersections where the right of way is not stated or is unclear.

- Confusion as to whether cyclists are permitted to ride on particular sidewalks.
- Uncertain jurisdiction and lack of enforceable rules.

The risk that accidents may occur because of carelessness resulting from the misconception that sidewalks are safer because there are no cars on sidewalks.

The use of bicycles on sidewalks might be appropriate under some of the following circumstances. In all cases, the minimum requirements must include enforceable rules, and (excepting the use of sidewalks by children) clear signage designating each particular sidewalk.

 Children below a certain age, or riding bicycles below a certain size (but possibly not on downtown sidewalks).

Separate paths alongside existing major roads that have few intersections and a low level of pedestrian traffic.

Elements of the existing shared pathway network.

With respect to the existing shared paths, many of these paths exist in a legal limbo-land. Responsibility and jurisdiction is uncertain, and enforceable traffic rules are almost non-existent. The responsible authorities should establish a practicable pathway code that can be applied to all paths, including sidewalks.

Any comments would be welcome.
Call our machine at 722-4454.

Regional cycling budget

The Regional Cycling Advisory Group has put forward a proposal for a budget in support of cycling projects next year. Components of the budget request include \$50,000 for network (facility) planning, to proceed in parallel with Ottawa'a and Nepean's planning; \$5,000 to erect additional BICYCLES EXCEPTED signs (see story in last issue of Newsletter): \$10,000 for a pilot project to demonstrate that physical facilities can be improved for cyclists; \$10,000 to support Bike to Work Week; \$20,000 for a public awareness campaign to promote road sharing; \$10,000 to send RCAG members, staff and politicians to the world cycling conference, Velo Mondiale, in Montreal next year; and an unspecified amount to

provide lighting on unlit cycle routes (paths).

As we went to press, Transportation Department staff were being less than enthusiastic in helping to move the budget request forward for approval by politicians. The CfSC executive has affirmed CfSC's intent to secure funding for cycling projects at the Region.

Everything you wanted...

"63% chose health as their first reason for cycling, 22% selected convenience

25% of (1-way) trips to work were less than 1 minutes, 44% took 16-30 minutes

Full copies of the BTWW and the upcoming RCAG survey (a region-wide random telephone survey) results are available from CfSC for \$4, to cover printing and mailing costs.

Municipal Candidates

continued from Page 1

When asked what they would do to improve the cycling environment, many suggested expanding the recreational path network in their city or adding bike lanes or paved shoulders to roads. Others suggested promoting and raising funds for cycling education and bicycle weeks, improving bicycle parking, and pushing for the Somerset St. pedestrian/cyclist bridge.

The Ottawa Bicycle Club again generously granted \$300 to pay for the polling and publication of the results. Questionnaires were delivered or mailed to candidates, who were asked (repeatedly!) to return them by fax or in business-reply (postage paid) envelopes that were provided. CfSC was the only group that provided a postage-paid return envelope, according to one candidate who wrote to thank us. (Candidates were beseiged with as many as two dozen questionnaires.)

The poll could not have been conducted without the extensive participation of CfSC volunteers. Thanks to Peter McNichol, Avery Burdett, Al Corbishley, Mary Allen, Steve Gaydos and Richard Taylor who helped with data collection and entry, phoning and questionnaire design. Special thanks to Alayne McGregor, who worked overtime to complete numerous tasks according to a demanding schedule. Thanks also to candidates who took the time to provide complete, legible and thoughtful responses.

Now it's your turn! Phone your candidates and ask them where they stand, and mark your "X" on November 12.

Newsletter now history

Astute readers have noticed that the Newsletter acquired an ISSN number with the previous issue. The ISSN (International Standard Serial Number) uniquely identifies this publication worldwide. Now, all issues of the CfSC Newsletter (back to 1984) are filed in the National Archives/Library. This should assist future historians studying the development of bicycle transportation.