



# NEWSLETTER

ISSN 1183-7543

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 region-wide 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.

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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.

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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.

Citizens for Safe Cycling		
Box 248, Station B, Ottawa, K1P 5C4		722-4454
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
CfSC'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.,

My friend and I are what we call "junior cyclists". We enjoy the city by bicycles. In the past weeks we have gone to many museums, galleries, etc. We enjoy doing this during summer months. We also have a problem. Both of us do not feel comfortable on busy streets like Holland, Island Park, Wellington, etc. We also do not feel comfortable riding on the sidewalk.

We have ridden on the sidewalk rather than the street because of the car traffic. My father says use the street, but my mother doesn't



want us riding on the road. We both are not sure what to do, so while we think of an

answer to our problem, we will still ride on the sidewalk.

Jocelyn Pringle

P.S. I'm 11 years old and my friend (Meredith Davis) is twelve.

# Should Bicycles be Permitted on Sidewalks?

by Peter James

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

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 risk of a "falling-type" accident.

The traffic system works relatively well because the actions of each road-user 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 manoeuvre 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?  
**3.** 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.  
**4.** 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?  
**7.** 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)?  
**9.** 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?



**MAYOR**  
**CANDIDATE**

Desmond Adams  
592-482117

592-4821h

Merle Nichols  
591-1425

591-1425

10	16	12	14	14	2	1	4	5	6	7	8	9	10a	10b	10c	11	12
1	N	Y2	3	Y	Y	Y	Y	Y	Y	Y	Y	?	Y	Y	Y	?	Y+

[illegible]

CANDIDATE  
Robert H.  
507

592-5108

**BEAVERBROOK**  
**CANDIDATE**

## Conclusion

1997

Clayton Hemond  
603 4613

192-4547

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

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











## **CfSC slams Kellogg ad showing unsafe cycling**

by Peter McNichol

CfSC is concerned about the recent television 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 conscientious 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 City and additional funds which we are currently rounding up. This will mean posters on the 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:

1. Increased risk of injury to pedestrians and sidewalk cyclists due to erratic or unpredictable behaviour on the part of either party.
2. 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.
3. Confusion as to whether cyclists are permitted to ride on particular sidewalks.
4. Uncertain jurisdiction and lack of enforceable rules.

5. 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.

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

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

3. 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's 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 besieged 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.