

NEWSLETTER

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Cyclists bang heads on mandatory helmet law

by Richard Taylor

If Bill 124, which has already received second reading, is passed into law, Ontario cyclists will be required to wear approved bicycle helmets. What do you think? Is that a good idea? After all, motorcyclists and moped riders have to wear helmets. This is just a minor change to an existing law.

On the evening of July 25th,

concerned cyclists gathered at the McNabb Community Centre to consider these questions. The CfSC organized forum provided knowledgeable arguments from both sides of the issue.

Dr. Robert Cushman says that this legislation could double helmet usage among cyclists. There are 50 cycling deaths per year in Ontario, 80% of which result from head injury. Helmets could save 80% of those deaths, or 32 per year. Besides, helmets also reduce head

injuries, and head injuries are difficult to treat, the long-term care is expensive, and the head injured often have difficulties for many years afterwards. In his job as emergency physician at CHEO and family physician with Dalhousie Health and Community Services, Dr. Cushman has had to deal with numerous head injuries when cyclists, especially kids, don't wear

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Bike to Work Week a big success

by Steve Gaydos

During the week of June 10 - 14, commuters in the Ottawa-Carleton Region celebrated peddling their way to work. For many people in this region, cycling to work is a part of everyday life. For others, it may appear to be an unrewarding challenge. The aim of BTWW was to motivate the non-bicycle commuters as well as to support and encourage the experienced and novice riders alike. Here are some of the week's highlights.

The kick-off to BTWW was a free pancake breakfast which attracted a crowd of hungry cyclists and lots of media attention. Regional Transportation Commissioner Mike Sheflin, Transportation Planning Director Louis Shallal, and Bicycle Coordinator Don Gaul served over 300 pancakes from 7:30 - 9:30 a.m., assisted by Councillor

Jacquelin Holzman. Aside from the pancakes, many cyclists also took advantage of the opportunity to talk to CfSC representatives, the Ottawa Police bicycle squad, and the Bike Stop "Safety Check" mechanics. The bicycle

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7:00 - 9:00 AM
3:30 - 5:30 PM

BICYCLES
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Exceptional Cyclists!

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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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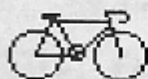
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CfSC Newsletter is copied on
recycled paper

✠✠✠✠✠✠ LETTERS ✠✠✠✠✠✠

The NCC recreational pathways are a community resource shared by a variety of users. Pedestrians, as the slowest and most vulnerable users, must have absolute right-of-way. There is no excuse for cyclists who use excessive speed on crowded pathways.

I am opposed to any regulations restricting the use of these pathways to any particular group. On weekday mornings, or late in the evening when pedestrian traffic is light, I see nothing wrong with cruising at full speed along the paths. But the overriding concern must be for the safety of other users. Cyclists must always be prepared to yield completely to pedestrians and others. If this means slowing from full speed to a crawl, so be it.

I used to ding my bell to politely warn pedestrians of my approach. They would almost always respond by moving off the path to allow my passage. One day I reflected on this. What right do I have to ding my bell and expect them to move out of my way? Pedestrians have every right to stroll or jog in peace, without having to jump out of the way at the ding of my bell. It is up to me to yield to them, and to ensure that they are passed safely. If this means slowing right down and waiting until it is safe to pass, or pulling onto the grass, then that is a small price to pay for access to the recreational pathways.

Cyclists who want to ride fast at times when the paths are crowded should ride on the road. Any cyclist who is not prepared to yield completely to other users of the paths should ride on the roads. To do otherwise is to risk imposition of speed limits or a ban on cyclists on the paths. If we want to retain our privilege to use these paths, we must clearly demonstrate that the safety of all path users is our number one priority.

David Wilkins

The statement on bicycle licensing in the CfSC Newsletter of June 1991 assumes that the purpose of licensing bicycles is to raise revenues to pay for roads and highways. It quite rightly concludes that high licensing fees required for this would provide disincentives to people using bicycles to commute.

While the licensing of motor vehicles provides such revenues it also provides identification allowing police to apprehend traffic law offenders.

Since both cars and bicycles are vehicles under the Motor Vehicle License Act of Ontario, the licensing of bicycles would similarly allow police to apprehend traffic law offenders; this licensing may improve the safety on both roads and sidewalks.

Many cyclists quite rightly feel that roads are dangerous as they are crowded, no proper lanes are available for them, and many drivers do not respect them. These conditions caused me to abandon commuting by bicycle, in favour of walking and bus use.

The majority of cyclists are conscientious and law-abiding, using the roadways properly and lobbying for better facilities. Many cyclists, however, react to the danger on the roads by weaving in traffic and and/or using the sidewalks to commute, transferring the danger they feel on the streets to pedestrians on the

Letters continued...

sidewalks.

As a transit user I have been hit by cyclists as I stepped off buses onto the sidewalk; as a pedestrian I am finding the sidewalks are becoming increasingly dangerous and frustrating to use; sidewalk cyclists have several times yelled "Get out of my way, stupid bitch" at me as I walked on the sidewalk and they wanted to right of way. (These experiences make me wonder if I am, in fact, safer walking than I was when I was cycling.)

Without licenses, neither the threatened pedestrian, the motorist endangered by the weaving cyclist, nor the police can identify and bring charges against such cyclists. This unsafe type of cyclist injures the reputation of safe cyclists and increases the disrespect that motorists and pedestrians have for cyclists in general.

In my opinion, licensing bicycles for purposes of identification would improve safety for pedestrians, motorists and cyclists, as the reputation of cyclists may improve if these 'unsafe' cyclists could be identified and prosecuted; they may therefore think twice before ignoring the rules of the road and using sidewalks as bicycle paths. Such an improvement in safety could make me consider commuting by bicycle again.

Lynn Bricker

Bike and bus safety investigated

by Peter McNichol

On July 8th OC Transpo met with representatives of CfSC and Ottawa South Citizens Alliance for Traffic Safety (OSCATS) concerning bus and bicycle safety. The meeting resulted from a vehicle collision with a bicycle.

David Bouse, the cyclist, was riding in the curb lane on Bank Street (near Sunnyside), an area where utility poles make the usable lane width insufficient to share with a bus. The bus driver passed Bouse in the inside lane but returned immediately to the curb lane to pick up passengers. Bouse had no time to avoid a collision with the bus. Fortunately, he was able to brace his arm and shoulder against the bus to prevent damage to himself, his bicycle, or the bus. Bouse was however quite shaken up over the matter and wrote OC Transpo to complain.

After several letters with unsatisfactory results, Bouse, a member of OSCATS, demanded a meeting to discuss general bus and bicycle safety. CfSC was invited to offer expert commentary.

At the meeting OC Transpo explained the training program used for all its drivers, including a memo previously given to bus drivers describing some of the problems involved with buses stopping near bicycles. However, it was clear that more could be

done to train drivers to be more aware of and knowledgeable about cyclist traffic.

The meeting wrapped up after two hours of discussion, with Transpo agreeing to discuss driver training in more detail at a later date. At present CfSC is reviewing OC Transpo driver training (related to bicycles) to provide a responsible cyclists' point of view.

Here are some helpful hints for cyclists when you share the road with buses. Never pass a bus on the right. Try to stay out of the drivers' blind spots. If you are coming up to a bus that is about to pull out, let it pull out. If you do pass the bus, make eye contact with the driver, pass the bus and keep going. Do not play cat and mouse with a bus. If a bus is approaching from behind or passing, check to see if there is sufficient room to pass and check to see if a bus stop is coming up. The driver may forget about you and pull over to stop. Be careful! Bus passing and bus stops are where most bus-bicycle collisions happen.

Should a problem occur record the four digit bus number, the route number, the time of day and other details. Report the incident to OC Transpo and to CfSC.

CfSC would like to know about your bus bicycle conflicts. If you have ever had a serious conflict with a bus and would like to tell us about it drop us a line. Phone us at 722-4454, fax us at 729-2207, or just drop us a letter.

Ici on velo français

par Shawn Ladd

Many cyclists were to be found among the thousands of people who thronged to this year's Festival Franco-Ontarien, the annual celebration of the contribution of Ontario's francophones to the culture of the province. The Ontario Ministry of Transportation (MTO) offered the use of their spacious kiosk at Major's Hill Park to CfSC throughout the festival. CfSC members performed demonstrations, offered safety advice and encouraged festival-goers to participate in the bicycle policy review. The Bike Stop/ Pause Velo graciously provided gear to equip the booth in style. A mountain bike on magnetic trainer and Burley child trailer attracted a lot of attention. However, many adults who came to the booth for information were more interested in putting every cyclist in their family in a safe, comfortable bike helmet. Bike Stop had examples of a number of styles of helmets on hand at the booth, including an especially fine Louis Garneau, which was offered as a lottery prize. CfSC thanks Denis Charette and Sandra Wilkinson of MTO; Bike Stop; and members Mary Allen, Shawn Ladd, Leo Leclerc, and Alayne McGregor.

Get the Picture?

Last year a group of us cycled to the movies and had a really great time! We're not sure if it was mostly because of the fresh air, the incredible feeling of twilight fading into stars above our heads as the movie played, or the looks we got from other movie-goers crammed in their small, stuffy cars.

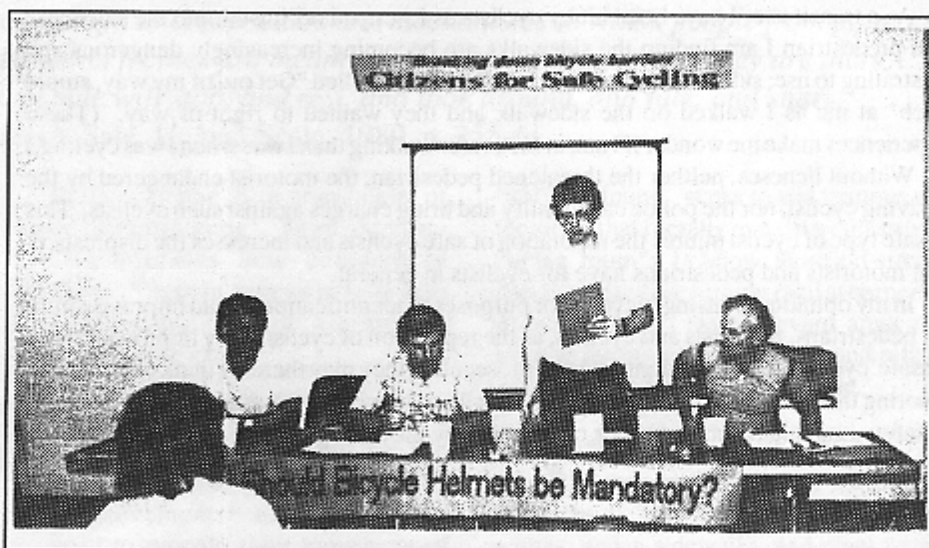
We're planning to do it again this month. If you want to join us, all you need is a sense of adventure (and a chair, or some form of comfortable asphalt covering). We don't know exactly when or which drive-in or what movie (but probably a "fun", non-violent movie). Call 722-4454 and leave your name and number. We'll get back to you.

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Forum prompts healthy debate on helmet issue

helmets. He points out that there are only 5 beds for head-injured patients in Ottawa. Some patients are forced to go to the U.S. for treatment—and that costs big bucks. Sure, we want to protect our rights and freedoms, but what about our responsibilities?

Bruce Timmermans says he's not against helmets, just against making helmets mandatory. Timmermans is an instructor/examiner with the Canadian Cycling Association's CAN-BIKE defensive cycling program and has been a commuter and touring cyclist for years. He points to the safety record for cycling in general. There are 3.5 million cyclists in Ontario, so 50 deaths per year is pretty low. The same number of Ontario residents smoke, and thousands of them die every year. Cycling is safer than walking, safer than school football, safer than your own home—look at how many people die or are injured in their own bathtubs or falling down their stairs. Over the last ten years, cycling has been booming, but the death rate has dropped from about 70 per year to 50 per year. Helmets don't prevent accidents, they just reduce the damages. What we need is better trained cyclists. This proposed legislation is flawed: it ignores the studies which have been done; it ignores the negative effects; it ignores the cost and it ignores the problem of



Panelists Dr. Robert Cushman (far left) and Bruce Timmermans (far right).

enforcement.

But what about the kids? asks Cushman. Bicycling accidents are a significant cause of deaths in children between the ages of 6 and 14 and the accident rate is very high. We're really talking about two separate populations here, kids and adults.

Timmermans is even more strongly against legislation forcing children to wear helmets. In Japan, children below age fourteen have to wear helmets. That means that on their fourteenth birthday they take them off and never wear them again. In Holland, almost everyone rides bikes, but

there's no helmet law. Parents teach their kids to ride safely by their own example.

There were plenty of the old-fashioned pedal-pushers in the audience that night—cyclists none-too-impressed by lycra outfits and fancy, expensive bikes. One concern which was raised over and over was the cost of mandatory helmets. You can see why the government might like this bill—we spend the money on helmets (plus sales tax) and they save the money on health care. Many people ride bikes because they're too poor to afford a car or the bus. Is it right to force them to spend \$40 to \$60 on a helmet? Even getting the approval of the CSA costs money: \$1 per helmet for the right to display the CSA logo, once the helmet has been tested and approved.

This is a simple law which could quickly result in more cyclists wearing helmets. If even one life is saved, the law will be worth it.

This law is unnecessary and may discourage cycling. The focus should be first on education, second on the enforcement of existing laws and only then should we consider ways of increasing helmet use.

So... what do you think?

(A tape of the complete debate and public forum is available from CfSC for only 5 bucks. \$2 will be returned when the tape is returned.)

CfSC Helmet Policy

Citizens for Safe Cycling believes that the vast majority of cycling accidents result from the improper road behaviour and deficient skills of the parties involved. The wearing of a properly designed cycling helmet can offer significant protection against head injuries. Citizens for Safe Cycling therefore recommends that approved helmets be worn by all cyclists. CfSC does not support mandatory helmet use because this would serve to reinforce the current public misconception that wearing a helmet is the only way of preventing cycling injuries, and would divert effort from the more important factors of education and on-road behaviour. The use of helmets will not reduce either the incidence of cycling accidents or the many injuries to other parts of the body. The best way to reduce all types of injuries is to reduce accidents. This can most effectively be achieved by proper education of cyclists, and other road users, in the safe use of bicycles on the roads.

Task force to probe impact of helmet law

by Peter James

As you're probably aware by now, the bill to make the wearing of helmets compulsory on all roads in Ontario has already passed second reading. We are very concerned that this bill might become law without all of the relevant issues being examined.

We're forming a task force to research all the helmet legislation issues, and to bring these issues to the attention of the legislators, the media, cyclists, and the general public.

We intend to look at these, and other issues: Legislation in other jurisdictions; enforcement; effectiveness; policies of other cycling organizations; implications for wider use of bicycles; affordability and availability of helmets; diversion of emphasis away from education...and to collect opinions from as wide a range of sources as possible.

If you're interested, or concerned, or just have nothing to do for the next month or so, then we would like your help and your input. Call the CfSC machine (722-4454), and leave a message. The first meeting will be Wednesday, September 4.

Has Your Bike been Stolen Yet?

More than 2200 bicycles have been reported stolen in the City of Ottawa this year, according to Constable McCaffery of the Ottawa Police. McCaffery, who investigates bicycle theft full time, with another officer, said that the theft rate has slowed down from its alarming rate at the beginning of the season, perhaps because many thieves only stole one bike to ride for the rest of the year.

Want to hang on to your bicycle, or get it back if it's stolen? McCaffery offers these suggestions: Most bicycles are stolen around their owner's house. Don't leave your bike unattended and unlocked in your yard or even garage. Stay away from University of Ottawa. (Carleton U. seems much better.) Don't lock your bicycle to small trees; lock to something that can't be easily cut, like a secure bicycle rack or

parking meter. A good "U" lock still works well. Register your bike. In Ottawa, you can register it at any fire station during regular business hours. Keep your receipt, a description, and even photo of your bicycle, so it can be identified if it's recovered. (And one from Brett - watch for welders bearing cutting torches!)

OBITUARIES

BICYCLES, Proposal to license
Passed away quietly at Ottawa City Council in July, 1991. Accompanied in last hours by staff report recommending against licensing. No mourners. In lieu of flowers, donations to CfSC would be appreciated.

New signs a turn-on for Cyclists

In response to CfSC's request for a Bike to Work Week demonstration project, signs—like the one shown on the cover—were erected by the RMOC Transportation Department at five locations throughout the Region. The 'cyclist excepted' turning restriction signs were located where 'cut through' automobile traffic is not welcome. Most such signs refuse entry to all vehicles, including bikes, which makes little sense if it's only cars you want to keep out.

The Regional Cycling Advisory Group is now drafting a policy which will specify turn and entry prohibitions that cyclists should be exempt from: many would be perfectly safe; some would clearly be dangerous; and others might put cyclists at greater risk of collision, and so require further study.

RCAG has requested that funds be allocated in the 1992 budget to make and erect additional signs. CfSC welcomes your suggestions for appropriate locations.

Royal Canadian ~~Mounted~~ Bike Police

by Shawn Ladd

The RCMP's new bike squad has been operating since early May, patrolling federal government areas in the National Capital Region. The Mounties purchased two specially equipped "cop bikes" for each of the four teams in the Traffic Division. When the weather is nice, competition for the bikes is fierce—each team has six or seven members, all of whom enthusiastically volunteered for bike duty.

Bike patrols are most likely to be seen on weekends and statutory holidays, and

some weekday evenings. The patrols cover the Parkways, the NCC recreational pathways, even Parliament Hill.

Staff Sergeant Mike Béland, himself a bike commuter, says the patrols have been well received.

"The feedback has been great, especially from older people using recreational pathways, who are reassured by the police presence."

Since Béland started biking from his home in Gatineau to the RCMP detachment on Cooper Street, he has personally encountered many of the cycling hazards CfSC has been working to rectify. Members of the bike squad have reported other hazardous areas and conditions to him. When they suspend cycle patrol in the fall, the Sergeant plans to document and report these conditions to the government organization responsible in each case.

The RCMP bike officers ride Bianchi Sikas equipped with fenders, rack and panniers, lights (front and back), a stand and a pump. Instead of the standard working uniform, the bike Mountie wears more safety-and-comfort-oriented gear, including cycling shorts (tailored at RCMP Headquarters with the traditional yellow strip); a Louis Garneau helmet with custom-printed, high-visibility cover; running shoes; padded cycling gloves, and sunglasses.

(Editor's note: The RCMP officers have yet to take the CAN-BIKE Cycling Skills course, taken by most of the other police on bikes in this region.)

BUG discovered at Environment Canada

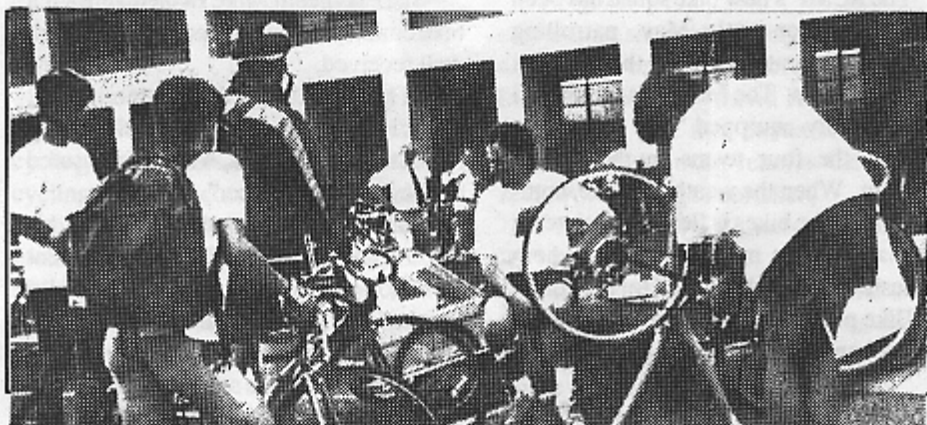
by Mike Buckthought

In March the first bike users meeting was organized to push for better bike parking and change rooms. Over 40 people attended. A Bike to Work Week contest was suggested and a coordinator appointed. On June 10th and 11th displays were set up in the lobbies of Place Vincent Massey and Terrasses de la Chaudière. Volunteers answered questions during lunch-hour. June 12-13, draw forms were stapled to bikes locked-up at Place Vincent Massey and surrounding sidewalks. Cyclists were asked for their name, phone number, floor, distance to work and how often they cycle to work. 41 people out of 107 surveyed returned their draw forms to a box in the lobby. Two lucky winners picked up a Bike to Work Week T-shirt (donated by

Foster's Sports) and an 'Go Green at Work' sweatshirt (from Environment Canada's Green Office Program).

Total distance travelled by participants during a week was found to be approximately 3330 km. This was used to calculate reductions in pollutants for a week: 1 tonne of carbon dioxide, 42 kg carbon monoxide, 6 kg hydrocarbons and 4 kg nitrous oxides.

On June 13, CfSC President Brett Delmage presented a seminar on cycling safety. BUG founder, Ron Porteous, who had been pushing for better facilities for months, was interviewed by CBC radio and was surprised to find new bike racks in the garage a week later. Overall Bike to Work Week resulted in increased awareness and gains for cyclists at Environment Canada.



BNR bikes to work

by Paul Clarke

This spring, employees at BNR in the Ottawa area formed a Bicycle Users' Group (BUG). This was timed to coincide with the first Bike to Work Week in Ottawa-Carleton, and aims not only to make cycle commuting more pleasurable for those already riding to work, but also to encourage more of our colleagues to give it a try.

Membership is soaring, with over 370 permanent and summer/CO-OP student employees signed up. During Bike to Work Week, we convinced the BNR administration to make special arrangements for extra cyclists, like additional bike racks and access to our fitness centre. Surveys and bike path maps were distributed. On June 12th, Patrick Chen, Urban Planner from the City of Ottawa, gave a noon-hour lecture on "To Drive or Not to Drive."

And that's not all! We're keeping counts on the bicycles parked in our lots to determine if the racks we have are sufficient, and we've conducted demos to show cyclists the proper use of our newest rack style. The Ottawa-Carleton Safety Council is putting on a Cycling Skills course for some of our members this month.

FROM P. 1...

tourist from Holland was totally unexpected, but a thrill to say the least.

On Monday and Thursday nights, the 'Women on Wheels' seminars were packed with novice and experienced women bicycle commuters. I hear they even let in a few men. The seminars focused mainly on ideas for overcoming the problems of commuting unique to women, for instance, proper clothing, frame selection, and riding technique. For Thursday's session, Rent-a-Bike lent 60 wheels for a hands-on lesson in tire repair. Fortunately, the guys were not left out of the picture as the Kent Club held a seminar, free for members and a very fair \$2.00 for non-members. The spirits of bicycle commuters could not be dampened by wet weather, as the Ottawa police, in conjunction with Bagel Bagel and Capital Foods, served 150 bagels with coffee in the rain on Wednesday Morning. Unfortunately, the Bicycle Forum fell in the shadow of the Canadian Tire Challenge held the previous evening.

Though the Forum had less impact than was hoped for, the attendance was no indication of the status of bicycle commuting, according to our commuter survey return of over 2000 out of 3000 circulated (RESULTS NEXT ISSUE).. Friday's wrap-up at The Ottawa-Carleton Centre was definitely a highlight for John Ambridge who won a trip to Holland. An interactive theatre sketch had the audience participating in the creation of an environment-cleaning machine (run by human power of course). Awards were also presented to organizations and groups recognized as outstanding in their attempt to promote bicycle commuting.

Thanks to the hard work of organizers, municipal and regional cycling advisory groups, and Bike User Groups at area workplaces, Bike to Work Week was a success. A lot of people would like to see the week happen again, to continue to prompt better bicycle commuting environments, such as roads and parking. If you feel this way too, why not get involved? Contact your municipal cycling advisory group. On behalf of the BiWW organizers I would like to thank all who helped us get this event rolling.

INTERVIEW: Daphne Hope — Ottawa Bicycle Coordinator

Responding to a request by its Cycling Advisory Group, the City of Ottawa recently created the position of Bicycle Coordinator, in the Transportation Department. Daphne Hope, current President of the Ottawa Bicycle Club, was approached for the position by the Department. She began July 15th.

Besides being active in the cycling community, Ms. Hope has been a consultant in land-use planning for two and half years, and has worked eight years as a planner for the Provincial government. She is co-author of "Community Cycling Manual", widely used across Canada. Despite her involvement in cycling, Ms. Hope did not commute regularly by bike until starting her new job.

CfSC: What are your first impressions of cycle commuting in Ottawa?

Hope: To be honest it was quite a shock going from my racing bike to my commuting bike and having to deal with locking it up and all the gear that goes along with commuting. But this week has been a breeze, now that I have the system down pat.

CfSC: How do you find the facilities at the Scott St. office?

Hope: The facilities there are adequate. They have bike parking racks, both outside near the front door as well as in the underground garage. I park my bike underground. There is one shower in the enforcement area... if I need to use it I can.

CfSC: You plan to remain President of the OBC until the end of your term (ending November '92). Do you think there could be a perceived conflict of interest?

Hope: I don't believe there is a conflict of interest. It's something which was discussed with both the Director and the Commissioner at the City of Ottawa. They both agreed that there was no conflict of interest. I discussed it with the Board at the Club and they don't believe there is either. The OBC runs programs for recreation and touring, which really doesn't swing into the realm of advocacy and lobbying.

CfSC: Beyond the Cycling Master Plan, what are your priorities?

Hope: Really to make Ottawa one of the key bicycle-friendly cities in North America...Anything that we can do to get the policies; continue to update them as needs be; continue to develop new facilities, new standards, to try out new pilot projects—Anything to improve the cycling facilities and environment here.

CfSC: Are you encouraged by the attitudes of other staff and politicians that you've dealt with so far?

Hope: So far yes. I think that there is a general tendency to encouraging alternate modes of transportation, to things that are more environmentally-friendly...I think that bicycling certainly is part of that. If we can back that up with some good solid facts then it's certainly not going to be a fad, but will...become entrenched.

CfSC: Do you have any specific initiatives in mind?

Hope: I think some very visible things would be improving the bicycle parking facilities around the City. That's one area where the City, because it owns property, can take a very direct approach and set an example and try out new products and provide more facilities. And also by its authority to do a site plan review of development proposals, bring in more parking facilities in private development.

CfSC: What will your relationship be with staff at NCC and the Region?

Hope: I am already working very closely with the staff at the RMOC—the bicycle coordinator, Don Gaul, as well as other staff involved in their environmental transportation planning section. There are quite a few joint committees I am already involved in...joint studies that we would be doing. And with the NCC, certainly there has to be a connection. Ultimately, if we're looking at producing a bicycle network, we all have to be talking the same standards, the same designs. We really have to coordinate the whole thing very closely.

CfSC: What is your relationship with OCAG (Ottawa Cycling Advisory Group)?

Hope: In this position I will be directing OCAG's activities as well as acting as Executive Secretary to the Committee...If there are projects that it would be expedient to have OCAG look at then I would be outlining those projects to them, and directing some of the activities.

CfSC: Any final comments?

Hope: I think that although it is just a two year contract, there is potential to expand (the bicycle coordinator's role) tremendously. The City has been looking at the Comprehensive Cycling Plan and seeing that as the large project for the term. But I think that there's an awful lot more that can and will be done, than is now underway...I don't want to see bicycling dropped from the agenda once the plan is in place.

Bike Policy Review holds open meeting in Ottawa

by Alayne McGregor

The MTO Bicycle Policy Review came to town in late June, to tell cyclists what they mostly already knew. And the 37 cyclists attending the public review meeting were glad to hear it.

The meeting was one of a series that the Ministry of Transportation of Ontario (MTO) held across the province, to hear cyclist reactions to the research on cycling that the ministry and a consulting firm had assembled over the previous 10 months. The research will be used to review MTO's current policy on bicycles, which says that bicycles are not a viable mode of transportation. Because of this policy, MTO will not provide any funding for bicycle facilities, which reduces the incentive for municipalities to build them.

In Ottawa, MTO and consulting firm representatives met with CfSC members, cycling coordinators, and members of local cycling advisory committees, as well as holding an open house and a general forum for the public. They said they had identified 19 cycling issues that needed to be addressed, including safety, education, funding, land use, insurance, integration with public transit, and conflicts with pedestrians. The representatives

deliberately eschewed suggesting policy. They said their aim in the meetings was only to bring up issues and listen to responses, not to propose solutions.

Some interesting tidbits from the presentation:

- All types of cycling (leisure and fitness,



CfSC speaks out at June meeting

commuting, shopping, racing, and intercity touring) have shown an increased demand in the last decade. David Hunt of MTO emphasized that this increased demand was one of the main reasons the policy review was being undertaken.

- 45 percent of Ontarians rode a bike in the last year

- 6 per cent of Ontarians 15 and over use bicycles as their primary mode of transportation; in Northern Ontario, the figure rises to 15 per cent.

- Since 1978, 32-50 cyclists in Ontario

have been killed annually (about 3 percent of all traffic fatalities). From 1987 to 1989, however, the number of accidents dropped from about 5000 to 4500, with only about 4000 injuries in 1989. The MTO discussion paper said that cycling courses are estimated to provide the highest potential toward reducing cyclist casualties.

- MTO would like to endorse one standard for bicycle facility design.

- There is a \$235 million bicycle manufacturing industry in Canada (mostly in Quebec), employing 1000-2000 people. Bicycle tourists each spend \$130 per day in Ontario. The average participant in the Tour de L'Île in Montreal spends \$110 on bicycle retail items.

- Bicycle sales rebounded from a low of less than 200,000 in 1982 to 1.6 million in 1990. The highest previous peak had been 1.4 million in 1973.

- In Ontario, 15 billion litres of oil products are used each year for transportation. The 459,580 utilitarian cyclists in Ontario can thus save 156 million litres of oil per year.

- MTO currently has no authority to license or register bicycles. Both the Toronto City Cycling Committee and the 1981 MTO bicycle policy review concluded that licensing and registration were not effective. It was made clear that MTO does not want to get into licensing.

Transportation Minister thanks CfSC

"I am very impressed with the extent and obvious effort your group has extended in producing this 60 page document. I know that its contents reflect a wealth of experience and dedication towards safe cycling", wrote Ontario Transportation minister Ed Philip, in a recent letter to CfSC.

Mr Philip was acknowledging receipt of CfSC's "Report to the 1991 MTO Bicycle Policy Review". Our report, which concludes that "Cycling is a viable mode of transportation [that] should be promoted by the government as an alternative to motorized transport", addresses such topics as safety and

accidents, law and enforcement, education, funding, promotion and facilities, and future consultation with cyclists.

Congratulations to Bob Baser, Avery Burdett, Anne Carter, Peter James, Christine Jenkins, Melissa Johnson, Ian Lockwood, Alayne McGregor and Peter McNichol (chair), of CfSC's Bicycle Policy Review Committee, which prepared the report during December 1990 to May 1991. Copies of the report are available from CfSC for 3 bucks (to cover costs).

(Ed Philip has recently been shuffled to Industry, Trade and Technology. Gilles Pouliot is now Transportation Minister.)

OCA Advocacy Committee

Jean-Pierre Maisonneuve has been appointed chair of Ontario Cycling Association's new Advocacy Committee. Currently a French language public relations officer for the Ministry of Energy in Toronto, Jean-Pierre is a former Ottawa-Carleton cycling activist.

The OCA Advocacy Committee will work on provincial issues such as government support for bicycling (bicycle policy review) and mandatory helmet legislation. CfSC executive members have met with Jean-Pierre a number of times and look forward to working with the committee on issues that affect all Ontario Cyclists.

RMOC introduces Transportation Environment Action Plan

by Brett Delmage

Regional Transportation Department staff presented their new "Transportation Environment Action Plan" (TEAP) to a joint Transportation-Planning meeting on June 14. According to Dr. Louis Shallal, Director of Transportation Planning at the RMOC, who initiated the plan, TEAP tries "to sensitize people to the fact that alternative forms of transportation to the automobile are viable and energy costs can be lowered by using these alternative forms". In the short term, TEAP aims to identify and demonstrate through actual projects the viability of alternative modes of transportation other than the single occupant motor vehicle.

Just as we went to press, the TEAP Terms of Reference and the following specific project proposals were about to go to Regional Transportation Committee and Council for approval: Cyclist Profile Survey—identifying the characteristics and needs of current and potential bicycling commuters; employer sponsored downtown cycling; improved, secure bicycle parking and showers; traffic calming (controlling car movement through

residential neighbourhoods while enhancing cycling and walking; environmental marketing of Transit services in Ottawa-Carleton, such as "Busing doesn't cost the Earth" posters on the outside of buses; employer-subsidized bus passes; feasibility studies on bus lanes, priorities at traffic signals, bus bypass lanes; mobility centres—links and transfer points between different transportation modes (eg. bus, car-pool, bicycle) at strategic locations throughout the region; monitoring of developments in alternative work arrangements ("telecommuting", or work-at-home); two position papers on regional transportation issues for discussion in public round table/forum sessions (the first paper proposed is "Purchase of software for registration of car-poolers in the National Capital"); and finally, hiring a TEAP consultant for two years, to help design and implement demonstration projects and forums.

TEAP is the program that will spend the \$500,000 "Green Transportation" funds that CfSC and other groups had actively lobbied for in the 1991 budget. (CfSC Newsletter February 1991). However, at the June 14 meeting, most of

these groups, including CfSC, complained to the Councillors that staff had not consulted the public in the development of TEAP. In response, staff organized a meeting with interested community groups on June 26. They presented TEAP in detail, obtained approval from the groups, and heard suggestions for change.

CfSC, along with Ottawalk (the pedestrian advocacy association) submitted written suggestions for future TEAP projects, which are currently under review. Among the proposals submitted by CfSC are bus posters that promote cycling, and sharing the roads with cyclists; elimination of all non-safety-related turning and entry prohibitions for cyclists; improvements to the quantity and quality of bicycle parking at transit stations; improved cyclist access to the Central Area and erection of signs to encourage road sharing of narrow lanes by motorists (e.g. on Cummings Bridge). To obtain a full copy of the report call TEAP Coordinator, Chris Holloway—560-1249.

OCAG finally sees results

The City of Ottawa Cycling Advisory Group has finally seen some action from the city on its cycling priorities. In July, Daphne Hope (an OCAG member) was appointed as the city's first cycling coordinator for a two-year term. Although the group had prepared terms of reference for the position, it was not consulted in the selection and has not yet been given copies of Hope's job description. It has yet to be determined how the committee and Hope will work together. Hope represented the Ottawa Bicycle Club on OCAG and will be replaced by another OBC representative. (See Hope interview—P. 7).

The group is currently working on a five-year capital budget for cycling, including work defined in the Comprehensive Cycling Plan. At its June meeting, it approved a framework for the budget, and several members suggested that proper bicycle parking, particularly downtown and at city facilities, should be a priority for the budget. Bike to Work Week was unanimously proclaimed a success.

Region to draw cyclists' profile with survey

The Regional Cycling Advisory Group (RCAG) will determine this fall how many residents in Ottawa-Carleton use their bicycles, for what purposes, and why non-cyclists don't ride.

The Cyclist Profile Survey will be the first comprehensive poll on cycling conducted in the Region. As many as 5000 randomly chosen residents will be asked about the number of bicycles in their household; the frequency and distance of their trips; their cycling education; safety equipment and reasons for cycling. Non-cycling respondents will be asked why they don't cycle, and about what changes could get them on a bike.

Information collected will be used in conjunction with two Bike to Work Week polls conducted in June, and will be compared to similar Toronto surveys conducted in 1986 and 1991. The results will be used to develop the City of Ottawa's

Comprehensive Cycling Plan, as well as the Regional Transportation Department's bicycle planning. Information will be made available to municipalities for such uses as determining bicycle parking requirements.

Members of RCAG developed the draft terms of reference for the survey at the request of the Transportation Department. Regional Bicycle Coordinator, Don Gaul, took an innovative approach by inviting three RCAG representatives to sit on the committee selecting the consultant that will conduct the survey. Ottawa Police Bicycle Coordinator, Constable Brian Edge; Nepean Cycling Advisory Committee representative, Anne Carter; and Brett Delmage (Chair of RCAG's Information Needs subcommittee) were chosen to sit on the selection committee.

The survey is expected to cost less than \$40,000, 50-75% of which will be paid by the Province.

Traffic calming: giving the street back to people

Some of the clearest thinkers...have sought to create elaborate mechanisms to whisk people from point to point. Speed became uppermost...[However], cities are meant to stop traffic. That is why they are there...

Everyone wants to settle where people will stop, and rest, and look around, and talk, and share.

[Kirkpatrick Sale, *Human Scale*, 1980, p. 255-6]

by Chris Bradshaw

That is an example of the new thinking that is occurring in our quest to determine what is wrong with our streets which have become thoroughfares, rather than places where human commerce occurs. Automobility has done this. What Sale talks about on a city-wide level is tackled on a street level by "traffic calming", a concept now part of the City of Ottawa's new Official Plan.

Traffic calming is a series of street design measures that undo previous accommodations made for the automobile. In essence, it is designed to reverse the present hierarchy which put the regional-scale, gasoline-powered private automobile journey at the top and the local, human-powered pedestrian journey at the bottom. Cyclists, in the new scheme, tie for second with public transit.

PAST FAILURES

During the 1970's and 80's in Ottawa, we saw similar schemes that were designed to create the benefits of suburbs in older neighbourhoods. "Neckdowns" done in nice red brick were the dominant features of these schemes that concentrated on reducing speed at corners or imposing outright bans on cars entering or at least turning into the neighbourhood at that point. Four-way stop signs were also used. (So were speed bumps, but these were dropped fairly quickly).

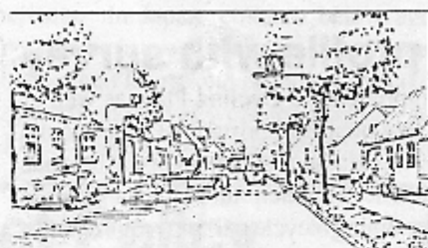
The measures failed on three counts: 1) drivers saw the measures as being contrived and often either cheated (since enforcement was not increased with the increased limitations) or speeded between corners to make up time (and let off steam); 2) the measures did little to actually attract the other street uses; and 3) the traffic that was kept off the "managed" streets was simply diverted to non-treated - usually collector - roads.

Traffic calming is a translation of 'verkehrsberuhigung', more comprehensive schemes now common in Germany. These in turn were borrowed from the Dutch concept of 'woonerven', meaning "living yards".

ROAD IMPROVEMENTS

Both concepts are based on the revolutionary idea of reversing the string of "improvements" to urban streets designed to provide safer movement of cars: widening of streets at the expense of

BEFORE



sidewalk width; increases in turning radii at corners; reduction in street parking; and removal of trees and other plants that might obstruct vision.

The effect of these measures was not increased safety, but increased speed. Drivers simply used the greater margins of safety to drive faster and take other chances. No one complained much since, although the effect was to make it harder to travel by foot, transit, or bicycle (which were the modes most people were dependent on), everyone wanted to drive a car.

Now that the health and environmental effects caused by car-use is apparent, people are beginning to see things differently. Unlike prohibitive schemes however,

'traffic calming' seeks to add features to the street that literally make it a collective "living room": 1) allow more on-street parking, 2) reduce turning radii at corners, 3) add plants to the boulevard areas or even to the street, 4) add seats and other attractions to draw people outside.

REDRAWING THE STREETScape

If the money is available, the entire street can be restructured to reduce lane widths, widen sidewalks, and plant trees along the freed-up strips. In Holland, as the streetscapes were completely rebuilt, sidewalks would disappear as such, providing for a complete mix of pedestrians and vehicles. In such cases, the speed limits are not just lowered to 20 miles-per-hour, but to 7 or 10 miles per hour. Rather than rely on enforcement, the restricted speeds are maintained by the appearance of the street. In Ottawa, our Byward Market has the ambience of such an area, but achieves it primarily because of the high volume of pedestrians and the appearance of traffic stalls and extensive on-street parking, rather than the application of all of these new standards. The Germans, by the way, are applying the concept to commercial streets as well, since these streets have even higher pedestrian volumes and adjacent merchants have learned that good walking environments are more helpful in increasing sales and attracting high quality staff than automobile access in front of their establishments.

BENEFITS FOR BIKES

How are cyclists provided for in such a scheme? On primarily residential streets, bicycle traffic is expected to share the road as now. But because of slower car speeds (and hopefully slower acceleration), cyclists can blend in much better. On the commercial streets, the redesigned streets usually can easily include a bike lane on each side of the street. Also one-way

streets are usually reverted to two-way use (making it unnecessary for cyclists to choose between riding the "wrong" way or using the sidewalks) and turning radii will cause motorists to slow down more before a corner, thus less likely to cut off a cyclist.

Transit service should improve as lay-bys will probably disappear (as they are about to on Albert and Slater downtown) with the space used to provide segregated standing room for waiting passengers, and the vehicles, although blocking through traffic (except cyclist who can usually squeeze by) during the stop, will not have difficulty in returning to the flow.

Finally, on commercial streets, rush-hour parking bans should be dropped as being an incongruous form of favouritism toward the car commuter at the expense of other road users, including delivery drivers.

Merchants have learned that good walking environments are more helpful in increasing sales...than car access.

With only two lanes of through traffic on most roads, bicycle parking could be located on the street by putting racks in selected parking spots. The on-street parking will also make the provision of cycling lanes less problematic, and will eliminate sidewalk stopping by delivery vehicles (e.g. the ridiculous situation along Bank Street north of Gladstone, where with no parking meter posts to act as a barrier, rush hour drama is provided by cyclists swinging out around large trucks with their right wheels up on the sidewalk, blocking the informal cycling lane).

The other benefits are 1) reduced noise, 2) increased safety, 3) greater street life, 4) visually more attractive streetscapes, 5) increased property values and, for commercial properties, increased sales, and 6) slower traffic that can literally interact with cyclists and pedestrians, especially at corners.

In the long run, widespread use of these schemes should make all older neighbourhoods more self-contained and less inviting to the transient car traveller. This will further stimulate the changes in newer neighbourhoods that are going to be harder to retrofit.

PROFILE: Mary Allen — CfSC Treasurer

Hi there. I'm the new treasurer of CfSC. I just moved to Ottawa in May but have been involved with bicycle issues in Edmonton for a couple of years. I thought I'd tell you a little about cycling in Edmonton and my impressions of cycling in Ottawa.

The first day I rode in Ottawa I found myself on Riverside Drive and discovered the strange and intimate attraction of Ottawa delivery vans to bicycles. Needless to say, it was not fun! In Edmonton, drivers seem more bike-aware and most main, fast roads are wider and the city has finally decided to shift the white centre lane on some roads to make wider curb lanes for bikes.

That was one success story. Advocacy in Edmonton is not as organized as here, but we get things done. For example, through the efforts of two members of the Edmonton Bicycle Commuters (EBC), bikes are now allowed on the LRT (rapid transit) during off-peak hours. This spring EBC also participated in a large helmet campaign. This got its biggest push from local bike store who followed one large shop in providing 25%+ discounts. Cyclists and parents lined up to buy helmets (and the shops made lots of money). Let's face it. Helmets are smart, but high prices can be a big obstacle to a lot of people. I can only hope that Ottawa shops follow the example.

Bike shops were another aspect of my first impressions of cycling in Ottawa. That same day that I first dealt with Riverside Drive, I had a problem with my pedal and realized that I had nowhere to go to fix it myself. I'm cheap when it comes to fixing my bike and I like to do it the hard way. Finding used parts in Ottawa bike stores was a scavenger hunt, but I managed. In my frustration though, I realized that I would have to get involved in bicycle advocacy here if I was going to have the kind of cyclable city I want and some of the facilities I'm used to.

One of those facilities which I would like to see for Ottawa is a members' bike workshop. The Edmonton Bicycle Commuters has such a thing. Bike Works, as it is called, is a space set up with stands, tools, grease, and lots of recycled and just-plain-used parts. Members can use the workshop on their own any time the office is open, and on Tuesday nights and Saturday afternoons there are volunteer mechanics on duty to show people how to fix their bicycles. This is very successful. It provides those of us who think we know what we're doing with space and tools (those who really know often have their own space) and it allows those who know very little about their bikes to learn basic maintenance and not so basic repairs. It's a wonderful alternative to the high price of bike shop overhauls. But it's more than just a workshop. The space is a place where people can hang out and play with bicycles. Even though there's only ever one mechanic on duty, there are usually a few others who just show up to help out. EBC gets lots of donated bikes (sometimes as foundlings on the doorstep) and there are a number of volunteers who go in and fix them up for sale (cheap to people who only need a bike, not a work of art) - the unsavable ones provide a constant supply of parts. One volunteer mechanic takes old BMX bicycles home to fix and for the last two Christmases we've been able to donate twenty or so of these to disadvantaged kids through an inner city centre. It's a chaotic and unorganized system, but it seems to work.

So that's one of the things I would like to see in Ottawa in addition, of course, to wider roads and better educated, more courteous motorists. I am looking forward to working with CfSC.

