



NEWSLETTER

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Citizens

for

Safe

Cycling

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Regional and City Cycling Plans finally underway by Alayne McGregor

It's not only cycling season that's started — it's also cycling plan season. The Regional and Ottawa cycling plans are now underway, and the Nepean and Gloucester plans have been approved and have just started. A Kanata plan is still under consideration.

And the National Capital Commission has already started a study of its multi-use recreational paths in Ottawa-Carleton and the Outaouais, which are heavily used by cyclists. Its aim is to set up an integrated network of recreational paths across the National Capital area.

If all goes well, the end result of these plans will be an integrated network of commuter bicycle routes, fanning out from Regional spine routes and linking to the NCC paths.

The cycling plans will identify links that need to be built or improved, including possible locations of widened road lanes, bicycle-only lanes, paved shoulders, pedestrian/bike bridges, or paths. They will also specify a realistic, multi-year strategy to get these links built.

The Regional and city plans will primarily be aimed at commuter cycling, which is a requirement of provincial funding. The Regional plan will identify major cycling arteries, while the city plans will identify feeder and local cycling routes. These routes will primarily be in areas controlled by the municipalities.

Unlike the other plans, the Ottawa and Gloucester plans will also address areas such as cyclist and motorist education, enforcement of laws and bylaws, and encouraging cycling. They will also be proposing changes to zoning standards in such areas as bike parking requirements, and setting standards for path and road design.

In Kanata, the terms of reference for the cycling plan are now being worked on.

Please see CYCLING NETWORK — page 2

Introducing Melissa Johnson, our Cycling Education and Safety Coordinator

I started the year quietly enough, as a student in Montreal. In those days, I actually studied before my classes, ate lunch every day, and saw a movie from time to time with a friend. But all that changed when I was hired as the CfSC cycling education and safety coordinator. Instead of pedalling slowly along country lanes, I began whizzing down steep mountains — sometimes without brakes.

Because, you see, I am still a student in Montreal, finishing up that course I began in January — but I work full time in Ottawa. And my job here is a busy one. Besides the fact that I am new to the job, add the fact that the job is new to CfSC. Then consider that I began work just as cyclists started to sprout on the streets (one of the first signs of spring in Ottawa-Carleton).

My days are filled with requests for information from people who would like to take courses ... who would like to organize courses ... who would like information about helmets ... who would like

noon-hour "traffic tips" at their workplace for bicycle commuters or would-be commuters. In fact, it is quite exciting to discover how many people want to know how to ride their bicycles more effectively.

Thanks to the hard work of the volunteers who began before I was hired, the Ottawa Board of Education is offering Cycle Right

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The CfSC Newsletter is published six times a year by Citizens for Safe Cycling and is distributed free to members and other persons interested in cycling as a viable means of transportation in Ottawa-Carleton. Membership in CfSC is open to everyone — an application form appears on the back page of this newsletter. Opinions expressed in this newsletter are those of the authors and do not necessarily reflect those of CfSC, its Board or membership, unless explicitly noted.

We encourage you to submit articles, reports, suggestions and letters to the editor. Submissions should be sent to the Editor by any one of the following methods, in order of preference: 3.5-inch floppy disk, FreeNet, modem, paper, or facsimile.

Citizens for Safe Cycling is the non-profit association which promotes cycling as a viable means of transportation 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 of other road users to 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 enforced; and representation of cycling issues to all levels of government

The CfSC Board meets every month. All interested persons are welcome to attend our meetings. Phone the Secretary to determine the exact location and time of the next meeting.

We need volunteers and members to do an effective job. If you would like to join the team, call the appropriate committee chair for additional details.

Citizens for Safe Cycling
P.O. Box 248, Station B, Tel 613/722-4454
Ottawa, ON K1P 6C4 Fax 613/729-2207

President:	Brett Delmage	729-0323
Secretary:	Dinah Robinson	234-0936
Treasurer:	Allan Poulsen	722-7051
Education:	Peter McNichol	592-7620
Membership:		
Directors:	Sid Board	226-7319
	Mike Buckthought	829-9440
	Avery Burdett	226-5595
	Paul Davis	231-2966
	Monique Punt	594-3496
Newsletter Editor:	Stephen K. Suh	226-3603

Cycling Advisory Committee Representatives:

Ottawa:	Alayne McGregor	722-6210
Nepean (co-reps):	Avery Burdett	226-5595
	Sid Board	226-7319
Kanata:	Peter McNichol	592-7620
Gloucester:	Al Corbisley	521-4669
Regional:	Brett Delmage	729-0323

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Cycling Network *continued from Page 1*

The result should be ready in the next month.

The NCC plan is looking at how to accommodate all users of its paths, including cyclists, pedestrians, wheel-chair users, and roller-bladers. A recent series of focus groups identified numerous conflicts among the different user groups, particularly relating to safety and speed.

The focus group organizers also found that cyclists were much more interested than other users in having their voices heard. According to the report prepared for the NCC, the organizers had to search out participants from other areas because almost all of the people who initially responded were from cycling groups.

There will be lots more opportunities for cyclists to get involved in the next few

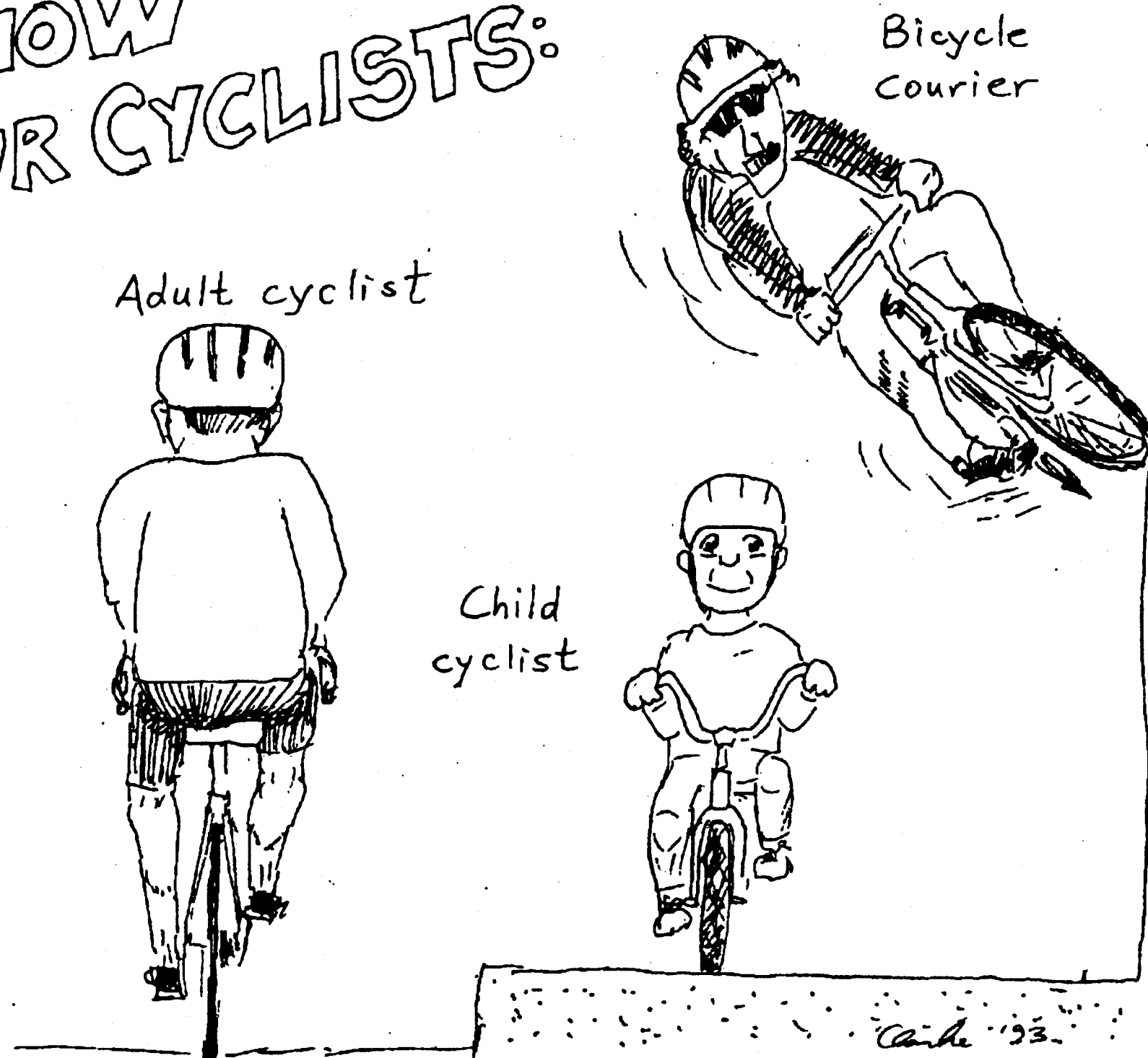
months. Although the consultants for the Ottawa and Regional plans are currently gathering data, they will shortly start route planning.

There will be a public meeting on June 8 to introduce the Regional and Ottawa plans and get suggestions from the public. A phone and fax hotline will also be set up soon. Ottawa cycling advisory group members have also volunteered to talk to any interested community groups about the plans.

As well, the NCC will be holding a public meeting in September to discuss the results of its pathways study.

For more information, call Alayne McGregor at 722-4454, or look at the CfSC section on FreeNet for late-breaking news.

KNOW YOUR CYCLISTS:



NEWS FLASH — Cycling Plan needs you!

A public information session for the Regional Cycling Network Plan and the Comprehensive Cycling Plan will be held on Tuesday, June 8, at Regional Headquarters, 111 Lisgar Street, between 5:30 and 8:30 p.m.

These plans will define cycling routes throughout the Region for the next decade or more. If you want to get routes improved, or have suggestions, or just want to make sure the plans are on the right track, come out and join the discussion.

Interprovincial Bridge Proposals endanger cycling routes by Alayne McGregor

Major commuter and recreational cycling routes in Ottawa-Carleton will be shortened or eliminated if any of the proposed new bridges over the Ottawa River is built.

A recently-released study report proposed four alternative routes: new bridges at Kettle Island, Lemieux Island, or Britannia Bay/Deschenes Rapids, or widening or twinning the current Champlain Bridge. The report admitted that each of these alternatives would affect cycling routes.

In each case, the problem would not come from just the bridges themselves but from the new access routes that would have to be built to bring the traffic from the bridges to the Queensway. All of these access routes will split up current paths along the Ottawa River. The Britannia/Deschenes route will eliminate cycling paths along the Western Transitway from Carling to Baseline. The Kettle Island route will remove cyclist access to the Aviation Parkway and interfere with the bicycle paths in that area. The Champlain Bridge and Lemieux Island routes will widen quieter collector streets like Kirkwood and Churchill Avenues and substantially increase the traffic on them.

The report admits that each of the routes will also make intersections on the Quebec side

more complicated and dangerous. Each of the routes will also increase the traffic on the Queensway, leading to pressure to further expand that road, which may also affect cycling routes in the Ottawa East area.

The study, which was sponsored by federal, provincial, and local governments from both sides of the river, was set up to find solutions to current peak-hour traffic jams on the cross-river bridges, particularly the Champlain Bridge. However, the study only considered solutions to this problem that included building bridges.

About 70 per cent of commuters from Quebec travel by car to downtown Ottawa/Hull; only 35 per cent of Ontario commuters to the same area go by car. According to Harry Gow, vice-president of Transport 2000, 81 per cent of cars crossing the Champlain Bridge had only one occupant.

So far, the city of Hull has rejected the Lemieux Island route, while Ottawa-Carleton has turned thumbs down on the Champlain Bridge changes.

However, this still leaves the other two options.

The study team is accepting written comments on the proposals until May 31. CfSC has sent a brief arguing against all four proposed sites, and suggesting instead improved bicycle and transit links and combined bike-transit trips.

CfSC said it would favour a pedestrian/cyclist bridge across the Ottawa River because the environmental and social impacts would be minimal. It also said that any solution to interprovincial traffic problems should redirect cross-river truck traffic away from downtown and on to other modes or other routes.

A large number of citizens' groups have organized against the bridge proposals. Several groups are proposing a rail link, using existing track and rail right-of-way as an alternative. They have received support from CP Rail for this proposal.

A coalition of groups organized by Ecovision and including CfSC is distributing a petition against the bridge construction and in favour of using transit, car-pooling, and cycling in order to reduce demand. The petition says that all options for reducing the flow of automobile traffic must be studied before any further study of bridge options is carried out.

A Lament for a Lost Opportunity: The Rideau Street Saga

by Councillor Alex Cullen, Richmond Ward

Last April 7 City Council approved the re-development of the controversial Rideau Street Bus Mall. The glass and steel structures are going, and vehicular traffic is being re-introduced onto the street. Rideau will be widened from 2 to 4 lanes, with the inside lanes dedicated to buses, and the outside lanes to vehicular traffic. There will be wide pedestrian walkways, with street art, trees, lights, benches, bike racks, and plenty of planters. With this "re-vitalization", it is hoped that the shoppers will return, and that Rideau will regain its previous reputation as the City's main street.

As part of the re-development of Rideau, instructions were given by City Council to accommodate cyclists in the design, and indeed cyclists were involved in the process. The result is that cyclists will be part of the new road system, through bicycles sharing the vehicular lanes with cars, accompanied by appropriate signage. Among the pedestrian walkways there will be ample bicycle parking facilities.

And this is where my lament begins, for I believe that a golden opportunity to advance the frontiers of bicycling has been lost. Firstly, I believe that the Rideau Street solution to mix cars and cyclists in one traffic lane in each direction, with dedicated bus lanes on the inside, is no step forward, signage or no. This, in my view, simply re-creates on busy Rideau a non-friendly bicycle environment, with on-coming traffic on the left, buses on the right, and no ready refuge should trouble occur (like speeding cars). This dangerous situation will not encourage more cyclists to use this route; moreover, it will likely discourage cyclists.

Further, this re-development will have, starting from Sussex, 6.75 metres of pedestrian pavement on either side of the street (that's 22 feet!) to accommodate bus passengers and pedestrians, narrowing to 5.25 metres at King Edward. Surely a dedicated bicycle lane of 1.5 to 1.25 metres wide could have been accommodated on each side of the street. A depressed lane (with sloping brick) could have separated the bus

loading area (2.5 metres wide) from the pedestrian sidewalk (2.75 metres wide). There would have to be appropriate signage to avoid bicycle-pedestrian conflicts, and to ensure safe pedestrian movement from the buses to the stores. This would be far safer than car-bicyclist conflicts, and the interaction of cyclists and pedestrians would be easily managed (after all, in Holland ...). Such dedicated bicycle lanes would certainly be cyclist-friendly, and would encourage and promote more cycling.

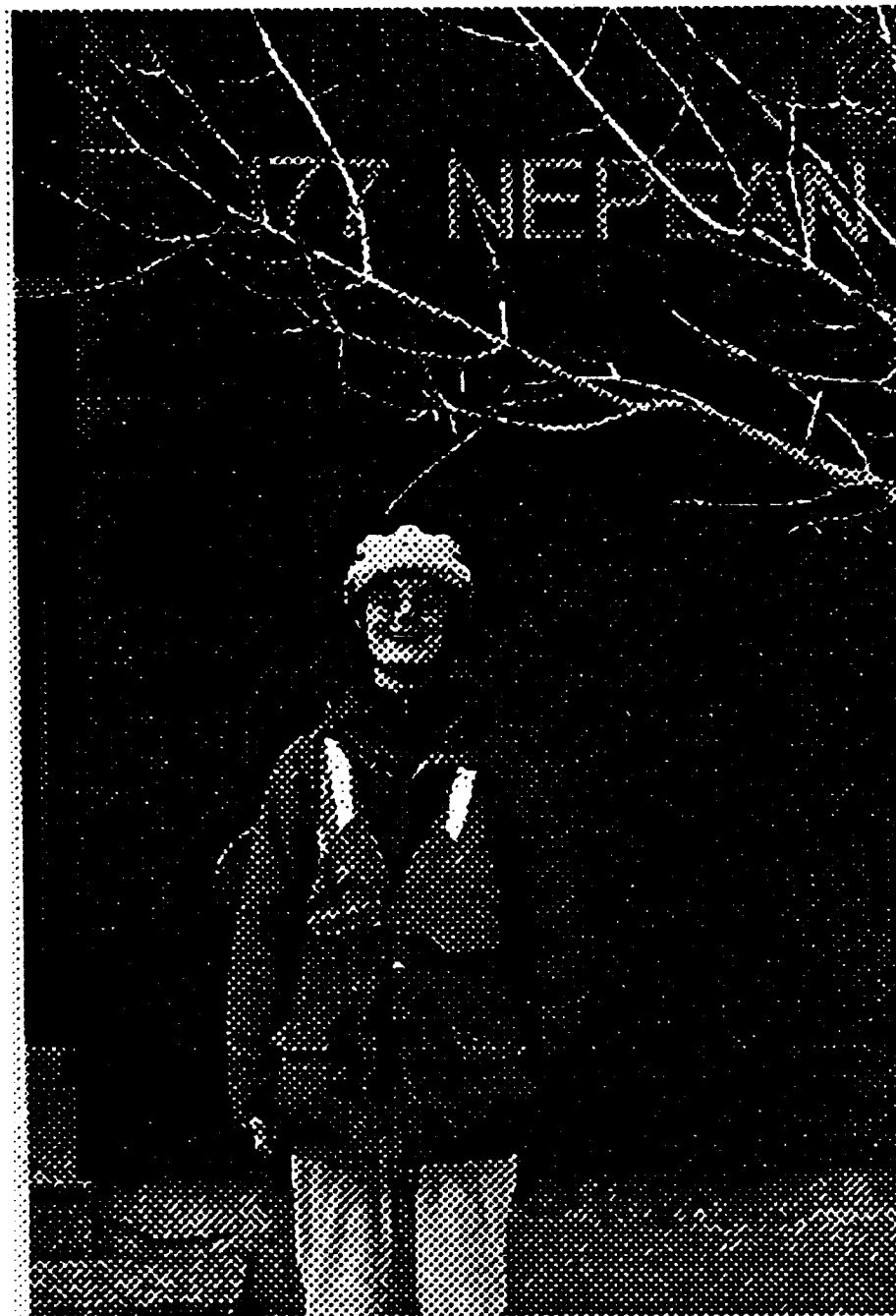
I am told that the concept of dedicated bicycle lanes was considered in the re-design process, and that the cycling community was consulted. However, in the end the idea was discarded. And without any contrary representations from either the cycling community or the public, Council accepted (over my dissent) the shared lane solution for Rideau, with buses on the inside. Alas! If policies to promote cycling (and reduce our reliance on cars) are to succeed, then opportunities like the re-development of Rideau Street should not be lost.

Coordinator *continued from Page 1*

courses for children this spring. Other schools and community centres are also offering children's courses. So many courses are scheduled, in fact, that I have had to train new instructors to meet the demand.

The beginning of May marks a new stage in the development of the education and safety program. For one thing, my course in Montreal will be finished and I can live in one city again. For another, all of our currently scheduled courses will be underway, and instead of worrying about setting them up, I will be turning my attention to finding interested sponsors for summer courses.

Do you know of an organization that might like to offer CAN-BIKE courses for children or adults? Would you like to organize a Cycle Right course for 5-7 kids from your neighbourhood this summer? Are you an



enthusiastic cyclist that would like to train to become a paid CAN-BIKE instructor? If any of the above apply to you — or you would like information about bicycle safety in general, call me at 567-1288.

My lonely log cabin is on the third floor of 177 Nepean St. (right at the corner of Bank). Most of the time it's just me and the phone — but you're welcome to drop by, check out the office, pick up cycling literature, and peruse our bulletin board for up-to-date cycling news and upcoming events.

(I'm looking for samples of "used" bicycle helmets that did a job for someone, for display purposes. If you have one that you could loan or donate to the office, please call me at 567-1288. It will be put to good use.)

Ottawa Cycling Advisory Group *by Alayne McGregor*

The Ottawa Cycling Advisory Group is preparing a "vision statement" on cycling in Ottawa, to promote cycling to politicians, city staff, and the public. The statement will be a primer for discussion on cycling issues, and will include:

- the definition of bicycle
- the legal status of the bicycle
- facts and figures on cycling
- City of Ottawa support for cycling
- benefits of cycling: health, cost, social
- goals and objectives for cycling engineering, education, enforcement, and encouragement

OCAG reviewed a draft of the paper at its Apr. 26 meeting. The final draft will be distributed before Bike Week.

In other business, the City of Ottawa has agreed to take responsibility for clearing snow from the bicycle path near Hurdman Station. It took considerable research before city Bicycle Coordinator Daphne Hope was able to determine that the NCC owned the path. A formal agreement to allow the snow clearing is now being drawn up between the city and the NCC.

OCAG's Major Works Committee has been busy critiquing several City and Regional road and bridges projects:

- it reviewed the final plans for the Rideau Street redevelopment, particularly the road lane designations, which were improperly marked on the plans;
- it provided Regional staff with a list of current problems with the Laurier Street

Bridge and Cummings Bridge, particularly lane widths and intersection problems, and the west-bound uphill slope on Cummings, so that these can be fixed when these bridges are rebuilt in the next few years;

- it reviewed plans for a path over the SouthEast Transitway at Brookfield Ave. to ensure the path would be safe and useable; and
- it sent a letter to the Region about the effect on cyclists of changes to Bank Street by Billings Bridge caused by Transitway construction.

As well, the OCAG Education Committee is assisting the Ottawa-Carleton Safety Council with its Commuter Challenge on May 11 by providing cyclist participants.

CfSC member appointed CAN BIKE National Examiner

At its March meeting, the CfSC Board acknowledged the work of Christine Jenkins, who has been appointed by the Canadian Cycling Association to National Examiner, CAN BIKE program. The Board also thanked Christine for her extensive

work, especially in the safety area, on behalf of all local cyclists during the last eight years.

Christine joins another CfSC member, Bruce Timmermans, as one of two national exam-

iners in Eastern Ontario who are qualified to test and certify CAN BIKE instructors as advanced (II) level instructors. Both are assisting CfSC's Cycling Education and Safety Program.

Commuter Rail for National Capital?

May 20, 7:30 pm, Champlain Room, Regional Government Headquarters, 111 Lisgar Street.

There will be a presentation by CP reps on commuter rail systems, with a focus on the system in the Montreal area. The feasibility

of a system for Ottawa-Hull will be discussed. There will be plenty of time for questions.



NCC Pathway Study Report recommends immediate Improvements

by Brett Delmage

"Participants were very vocal about the difficulty they experienced in trying to gain direct contact with the individual(s) within the NCC specifically responsible for the recreational pathway network. This has caused a great deal of frustration on the part of associations and individuals who would like to advise the NCC of pathway problems, make suggestions or simply request information ...

Four measures should be put into effect without further delay:

- 1) Install a pathway telephone hotline exclusively for emergency calls, complaints, observations and information requests
- 2) designate a position or department within the NCC to be responsible for the pathways and give it enough authority to make decisions. This entity would cooperate with municipal and regional governments and interest groups to properly develop and maintain the pathway network
- 3) bring on a specialist, other than a landscape architect, who would be responsible for the planning, development and maintenance of the pathway network and for public education.
- 4) create a Steering Committee responsible for the regional network and a user advisory committee along with the ongoing exchange of ideas between these two bodies."

Integrated Network of Recreational Pathway for the NCC, Stage 2 progress report, April 1993

That was one of the surprising comments in the 60 page report, which was released by the NCC a mere two weeks after the public consultation had occurred. The report completes the analysis necessary for the NCC to pursue the development of an integrated (for all modes) recreational network.

Cyclists well represented

The report stated that a letter of invitation to participate in discussion groups was sent to "a list of 150 associations, organizations and individuals" from "the physically challenged, walkers, families with children, recreational, commuter and sports cyclists and rollerbladers... The 30 completed registration forms received were largely from organized groups representing... cyclists[!]"

Problems identified

Page 3 of the report noted, very clearly, problems that many CfSC members have know for years.

"The overriding preoccupation with safety and security expressed by pathway users is such that one must ask if it is realistic to plan for multi-usage pathways. Can walkers, joggers, cyclists and in-line skaters continue to share the same pathways, especially on those sections of the network which experience high traffic volumes...?"

"Of the different categories of users, which, if any, has priority on the pathways? Cyclists would argue that the network was originally conceived for their use and that they tolerate pedestrians... Pedestrians would react by stating that the pathways are for everyone. According to comments expressed by associations and Municipal [cycling] advisory committees, the existing network was not planned for utilitarian (commuter) purposes, but it would be difficult to curtail this use short of providing an alternative network."

Improvements recommended

The report also noted users' dislike with breaks in the network, although it stated that users "could easily live with this" if there were clear indications on how and where to link up with the different sections.

"The intersection of pathways with major roads, sidewalks, approaches to bridges and bridges themselves which connect sections of the pathway network should be subject to stringent measures which would improve accessibility and safety such as the installation of crosswalks designed for cyclists, ramped sidewalks and reserved



cycle lanes on bridges," noted the report.

"Quebec and Ontario pathway users expressed very different perspectives", although they agree on the importance of developing a link over the Champlain Bridge that would accommodate cyclists." (as anyone who has used it would appreciate)

The report noted a number of specific recommended improvements for both sides of the river.

Individuals present at the consultation sessions insisted on the importance of and the urgent need for a complete and integrated system of signage (for warnings, information and destinations), according to international standards. A map was also called for.

Concern, particularly by commuter cyclists, was noted about "outmoded design standards", including sharp corners, steep grades and surface condition and width of the pathways.

"The major preoccupation of the users present at the consultations centered around SAFETY." [emphasis theirs]. "The majority of users expressed a desire for the pathways to be repaired, consolidated and improved in order to make them more safe, as opposed to expanding them."

A good NCC contact

In the past, the NCC was organized by regions, but now it is organized by portfolios, according to NCC's Maureen Hayes, whom I talked with after reading the report. Maureen, who works in the transportation portfolio, was very informed and helpful, and even promised to find information that she didn't know herself, and get back to me. If you have questions related to cycling on NCC facilities, start with her. Her number is 239-5110. (It is also listed on the back of your membership card.)

CfSC is following-up

CfSC has written to NCC Chair Marcel Beaudry to ask him to implement the report's recommendations for public consultation, and to express our interest in working with the NCC. If you would like to help monitor this project and are a frequent pathway user, please leave your name and number at 722-4454.

Squeaky Wheel — CfSC All Aboard! by Brett Delmage

The CfSC Board welcomed Monique Punt and Dinah Robinson as new Director and Secretary, respectively, at our meeting on April 20, which was attended by all 11 members.

Monique is a civil engineer, and has been an active lobbyist, writing many letters to provincial politicians about the helmet bill and support for cycling, with her partner, Robert. Dinah brings experience in marketing, auditing (oh-no!) and apparently, from her first board meeting, excellent secretarial skills, a job that board members have been sharing since the November annual meeting and vacancy in this post. (Thanks Alayne and Stephen!)

Dinah managed to keep up with more than 20 items on the agenda, ranging from

financial, membership and newsletter reports, to approval of a strategic direction for a provincial cycling policy (beyond the helmet bill), approval of education program policies, support for Ecovision's policy on new interprovincial bridges, and CfSC membership in the Ontario Better Transportation Coalition. All items were dealt with in a little over two hours! Paul Davis' excellent chairing kept us moving and on-topic, as always. Briefing and background papers distributed before the meeting helped members to make best use of time during the meeting.

At the April meeting, the Board also acknowledged the contributions made by long-time member Jacqueline Madill, who resigned earlier this year due to personal commitments. Jackie will continue her

work as membership administrator until the fall general meeting. She would welcome anyone who is interested in being trained and taking over from her before then. If you can help with this important task (the time required is very reasonable) you can reach us at 722-4454.

Thanks also to the people at the RMOC, especially Rick Mineau, who provide CfSC with a good meeting room every month. CfSC moved its meetings to Regional Headquarters because the City of Ottawa decided to stick community groups with a \$5 "Administration Fee" to book a room, and we could neither afford the cost or time to fight it (a previous, successful fight against this charge was described in the *CfSC Newsletter* about one year ago.)

Regional Committee gets new Chair by Brett Delmage, CfSC rep to RCAG

Avery Burdett was elected to Chair of the Regional Cycling Advisory Group (RCAG), by its members at their March meeting. *CfSC Newsletter* readers will recognize Avery from the frequent articles he contributes. He is also CfSC's rep and the Chair of the Nepean Cycling Advisory Committee (NCAC), and the leader of the Ontario Coalition for Better Cycling.

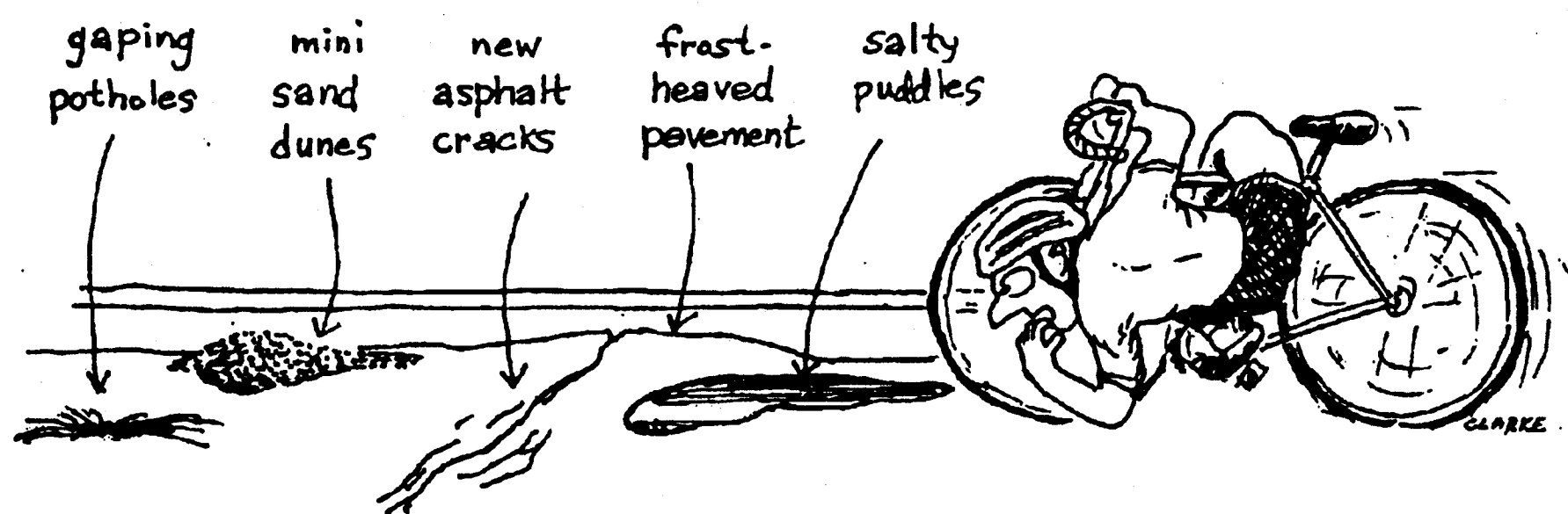
Avery takes over from Anne Carter, who was also a member of NCAC, and chaired RCAG during the last year. In her letter of resignation, Anne noted the poor administrative support that had been supplied to RCAG since it was formed. RCAG members were frequently frustrated by the absence of requested information, and meeting minutes and agendas that were lost or not distributed before meetings.

Avery has written to Councillor Tim Kehoe, Chair of the Regional Transportation Committee, to make him aware of RCAG's problems and to request his assistance in helping the committee function better. Coincidentally, Linda Hoad, the chair of the Transportation Environment Action Plan Community Advisory Group (TEAP-CAG) wrote the Transportation Committee, to request more administrative support for TEAP-CAG. Its members were also frustrated by similar problems.

Recently RCAG has recommended locations for shoulders to be paved or road sections repaved (spot improvements), (\$110,000 has been budgeted this year) and changes to local bicycle bylaws (such as removing prohibition of two-abreast riding) to minimize confusion and redundancy with the Highway Traffic Act. RCAG members have also been monitoring progress on the Regional Cycling Transportation Network Plan, and reviewing the proposal for Cycle Stop displays to provide bicycle parking adjacent to regional roads (primarily downtown).

RCAG needs additional, dedicated volunteers and will be advertising for members soon. Please call me at 729-0323 if you would like to consider joining.

SPRINGTIME in the CITY...



know how to avoid
these safety hazards —
→ TAKE SKILLS TRAINING

Bicycle Theft Warning!

Several CfSC members have already reported bicycle components being stolen from their bicycles this year.

Remember — if your seat, pump, light, computer, water bottle, pannier, horn or other components are easy to quickly remove, then they will be, sooner or later! You will be relieved. Or will you?

Protect yourself from theft. Park in visible locations when you can. Secure your components with nuts and locknuts that require two wrenches to loosen. Easily removable components should be taken with you when you leave your bike. You can replace quick-release adjusters on seats and wheels with bolts that require an allen key or special wrench to remove (obtainable at good bike stores). Engrave your driver's license

number or SIN visibly on all your components, and register your bike and number with the police.

Area police are specifically warning riders to be aware of suspicious bicycle couriers around lock-up areas, including indoor racks. Also be wary of trucks that claim to be loading goods and are near bicycle racks.

One minute activist — Save your Skin from the Sun!

It's bad enough with potholes below you and kamikaze drivers coming at you — now you have worry about being harmed from above too! Recent reports show that the ozone layer was its thinnest ever in 1992.

The ozone layer protects us from the sun's harmful ultraviolet rays, but that protection has been reduced in the last few decades as CFCs (that's CFC's, NOT CfSCs!) and other chemicals eat away at it. Those people who are out in the sun — like cyclists — are now at much higher risk for serious sunburn, cataracts, immune system damage, and skin cancer.

In March, ozone levels were down 24%. That meant a fair-skinned person could get a sunburn in Ottawa in 25 minutes. It usually takes 40 minutes at that time of year.

Experts are predicting this summer could have "record-breaking" high ultraviolet levels, and it could get much worse yet.

As cyclists, you probably should be wearing SPF 15 or greater sunscreen every day on every part of your body exposed to the sun, as well as ultraviolet-shielding sunglasses or eyeglasses. But, as voters, you should be letting provincial and federal politicians know that the situation must be reversed!

All provinces agreed to bring in comprehensive regulations to control ozone-destroying chemicals by January, 1993. However, Ontario has only produced partial regulations, even though it produces 60 per cent of these chemicals in Canada. Quebec is even worse; it still has no regulations.

Only a few years ago, Canada signed the Montreal Protocol, which set a timetable for phasing out many of these chemicals. We are not going to meet these deadlines unless the federal government takes a serious leadership role in reducing the *future* damage to the ozone layer.

Last year, federal Environment Minister Jean Charest told parents to keep their children out of the sun. This year, tell him to get his government to

1. follow Switzerland's example and eliminate CFCs by the year 2000.
2. follow the U.S. example and eliminate methyl bromide (an pesticide that is 30 times more destructive of ozone than CFCs) by the year 2000.
3. ensure that consistent, full regulations are in place in all provinces to control ozone-destroying chemicals.

And tell Ontario Environment Minister ????

control ozone-destroying chemicals in Ontario.

Write or telephone:

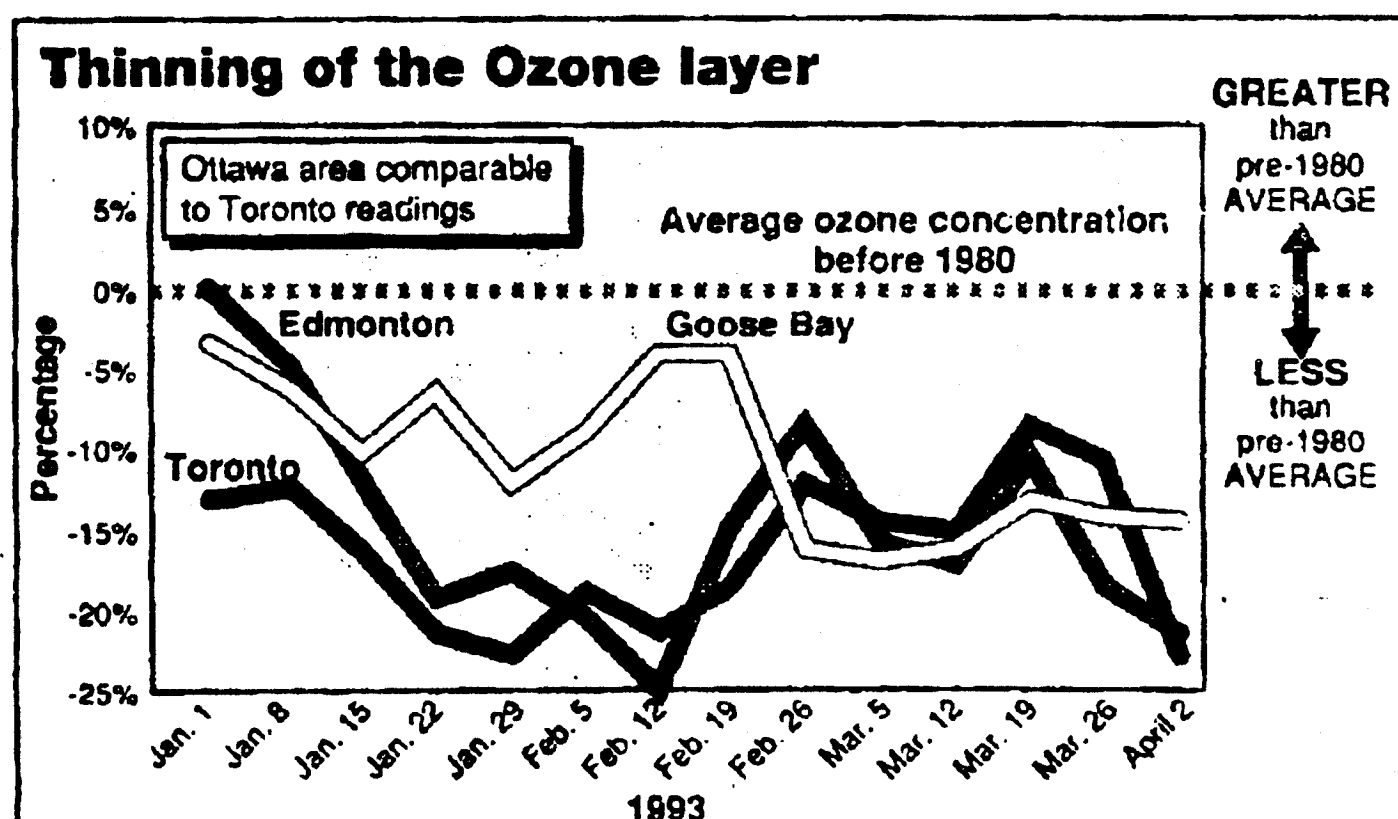
Environment Minister Jean Charest, House of Commons, Room 436N, Centre Block, Ottawa, K1A 0A0, phone 613/997-1441.

CJ Wildman, Minister of the Environment, Queen's Park, Toronto, ON M7A 1A1

your own MPP: call access Ontario (238-3630) if you don't know who it is, or need the address.

Please send a copy to CfSC (fax 729-2207).

Friends of the Earth (FOE) has actively campaigned for preservation of the Ozone layer for 5 years. They would welcome your support. For more information on FOE's Ozone Protection Campaign or membership information, call 230-3352.



It's in the bag: My Pannier Experience

by Brett Delmage

Over the last eight years I have had the opportunity to use, and wear out, several different types of panniers. These panniers were all purchased locally, and used for shopping, work and social trips, in all kinds of weather.

I should make it clear that I believe that a good quality pannier, supported by a properly mounted rack, is far superior to a backpack. Get that weight as low as possible on your bike, so you don't affect handling and balance. A pack on your back will make you unnecessarily sweaty, and will impair your ability to shoulder check, which is an important defensive cycling technique.

Of course, you can always just strap bags or packs onto your carrier with a bungee (elastic tie-down) cord or two. But be careful! My carelessness in the past has resulted in a bungee cord falling off and catching on my rear wheel spokes at 30 km/h (downhill on Bank St., approaching the Billings Bridge Shopping Centre). You do not want to practice controlling instant rear-wheel lock-up and skidding in heavy traffic. Neither do you want a bag of milk to roll off the top of your rack and wedge between it and the rear wheel, spraying milk all over your chain, derailleur and rear sprocket, but that's a different story...

In the past I have used Cannondale Overlands, their largest. After two years of extensive use, their fabric wore out. They were replaced by a similarly shaped model by a Canadian company, Outbound. Both these models have 4 pockets in addition to the main compartment, and an internal plastic frame that supports the loaded pannier, and maintains the pannier's shape. A side zipper around the top half of the main

compartment opens the compartment for loading.

All the zippers on the main storage compartments of these panniers failed. That's a result of the panniers constantly being overstuffed! More recently, I cracked the plastic frames of the Outbound, because I overloaded them, and tried to carry large objects that didn't really fit.

Last fall, I purchased a pair of Serratus panniers from Mountain Equipment Co-op. These panniers have the advantage that they are top-loading, instead of side loading. You simply unlatch and lift the top rain-flap, open the drawstring and drop your goodies in. They accommodate 4 inch, 3-ring binders comfortably, or a bag of groceries. I suppose that really big items could simply stick out the top, at least on dry days.

The disadvantage of the Serratus pannier is that it only has one additional zippered pocket (but that's only one zipper to break), to store items that I like to carry all the time: first aid kit, spare tube and patch kit, mini-pump, tools, etc. With two fewer pockets, I frequently have to sort through all the goodies in the main bag to find my wallet, loose change or pen, which I used to keep in a pocket by itself.

Be wary of the really cheap panniers. I am referring to those that merely have a thin plastic sheet at the back of the bag next to the frame, instead of a fairly stiff backboard or proper frame. During one of my CAN BIKE classes, I witnessed one of these flex, and the pop can inside the pannier catch between the rack and the wheel and take out ten spokes. Fortunately, this happened in a parking lot, and not on the road at

high speed. No, that was *not* my pannier!

The cost of my panniers has ranged from \$50 to \$200 per pair. Expect to pay \$60-\$100 for a decent quality pair. I still recommend the Outbounds for less-abusive use (and if you don't need to carry binders!); Mountain Equipment Coop, Norco and Outbound also make a selection of respectable panniers in this price range.

Points to consider when you purchase a pannier for in-city use

size: how much capacity do you need to carry your items?

opening: does the pannier load from the side or top? Is the opening large enough? Will the zippers hold up to your expected usage?

compartments: does the pannier have enough compartments to separately carry the items that you frequently carry (wallet, tools, pump, loose change)?

weight: (thickness) of the bag: how well will it wear?

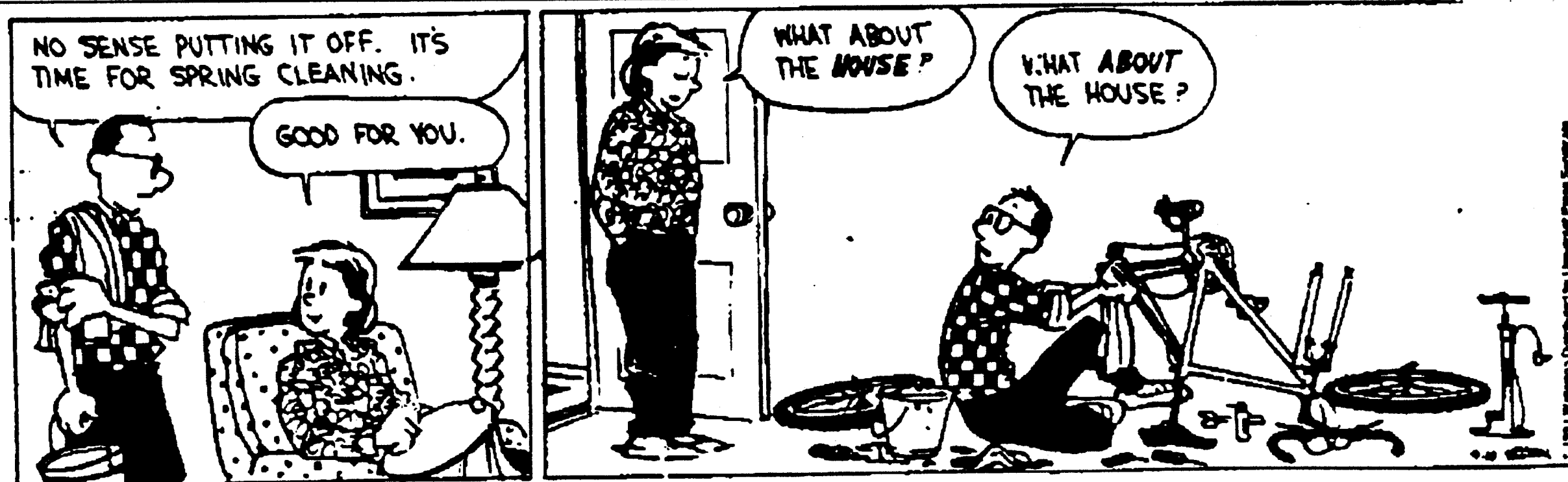
rack fastener: will the bag stay securely on the rack when you hit a pothole or bump?

frame/backplate: is there a sturdy frame or non-flexing backplate that will prevent the pannier from bending into your rear wheel?

reflectors or retro-reflective tape: for more visibility if you ride at night

color: a light color will be more visible during the day but will quickly become dirty if you ride in the rain

"waterproofness": don't take any "waterproof" claim seriously. None of them really are. You will have to protect your goodies inside another plastic bag to be safe (a plastic grocery bag can be reused here).



Helmet Legislation Update by Avery Burdett

The Ontario Coalition for Better Cycling (OCBC), a newly formed provincial level advocacy group, met with Liberal Party researchers at Queens Park to discuss the legislation and other cycling issues. The Liberal caucus does not support the legislation, and won't agree to the "all party support" which is traditionally necessary to pass a private member's bill. The caucus agrees with us that the Bill is too narrowly focussed on one aspect, bicycle safety, and the loss of health and environmental benefits from a probable decline in cycling have not been assessed by the government.

Having failed to get all party agreement to table helmet legislation in the last session, the Provincial Government has now placed a low priority on the PC private member's Bill 124 according to Liberal Party sources. It seems the government has its hands full with other problems.

OCBC took its leaflets and petition to the Toronto bike show. 1500 leaflets were distributed and over 420 cyclists signed a petition opposing helmet legislation. Of those asked to sign, 50% signed without discussion, 20% signed

after hearing/reading our explanation, 15% said they would "think about it", and 15% refused. Just about everybody said they wear a helmet voluntarily. It is clear that the average Metro cyclist opposes legislation. Bike Show findings were passed on to 45 Toronto area MPP's in a letter from OCBC's Toronto co-ordinator.

Petitions are circulating in other parts of the Province, including Toronto, Windsor, and Chatham. Petitions can be signed locally at Bike Stop, Ottawa Bikeway, Bicycle Revival, and Peccos. If you want to start a petition, call me right away for forms at 567-3226.

Nepean Cycling Advisory Committee by Avery Burdett

The Committee (NCAC) continues to make slow but steady progress on behalf of Nepean cyclists. It has learned to not always take "no" for an answer from the authorities. There have been three recent examples of this policy.

1. After an initial negative response, NCAC convinced the Province to pave the shoulders of Cedarview Road from Lytle to Baseline when Cedarview is realigned as part of the Highway 416 project.

2. The Province has also agreed to complete the paving of a small section of hazardous shoulder on Highway 16 opposite the Cashway store. Various levels of the government, including the Minister, repeatedly refused to deal with this problem over the past three years.

3. Last September, NCAC fought Regional plans to include cyclists in a prohibition from crossing Woodroffe at Knoxdale into the Tanglewood neighbourhood during peak hours. NCAC mem-

bers disputed RMO's and consultants McCormick & Rankin's claim that a "cyclist only" traffic signal facility could not be designed to exempt cyclists. NCAC designed a system which was subsequently adopted by the Region. Installation is expected during the spring.

Not all NCAC's requests are disputed. The City agreed with the Committee's recommendation to participate in the Regional bicycle network planning project.

Ontario Better Transportation Coalition Formed by Chris Bradshaw

With a pledge of \$105,000 in funding for its first year, groups promoting the transportation modes that are more environmental, healthy, socially and community-sustainable formed the Ontario Better Transportation Coalition on Saturday April 3, in Toronto.

The coalition has been in the formative stage since the fall, thanks to the efforts of several Toronto groups: Environmentalists Plan Transportation, Women Plan Toronto, Greenpeace, Pollution Probe, Sierra Club, Transport 2000, Ontario Lung Association, the Toronto City Cycling Committee, and Transportation Options (who organized last year's International Auto-Free Conference). Other supportive organizations are: United Senior Citizens of Ontario, the Ontario Urban Transit Association, and the Canadian Urban Institute.

Ottawalk is the only pedestrian organization. Chris Bradshaw, the only representative from Ottawa's several interested groups, was elected to one of the ten board positions.

Jane Jacobs, well known author of one of the books that has influenced the new thinking about urban transportation and form, was guest speaker at the founding meeting. She contended that none of the great strides forward in urban planning in Ontario has come from planners or "official planning departments".

She commended former Toronto mayors John Sewell and David Crombie and visionary architects like Jack Diamond and Frank Lewinberg. Assistant Deputy Minister in the Ontario Ministry of Transportation, Margaret Kelch, in stating her ministry's financial sup-

port for the new group, said that the group's ideas will be important in the years ahead.

She reminded the group, which is preparing a presentation to oppose the proposed Ontario Transportation Capital Corporation, that the solutions it proposes must work on both the large scale and the human scale. She also admitted that transit could be more user-friendly. She also stated her ministry's support for anti-idling laws, employer-organized ride-sharing programs, and improved fuel efficiency standards.

OBTC will hire an executive director as soon as the funding arrives. Its president is Tony Turrin of the Sierra Club.

The CfSC Board agreed to join the OBTC (at no charge) at its April meeting.

Regional Health Department promotes Kids' Bicycle Helmet Use

The RMO Health Department Injury Prevention program is providing a free bicycle safety resource kit for parent groups who want to encourage their children to wear helmets.

For additional information, call 722-2281.

And thanks to Peter Schmolka, who did a speedy, 1st-class French translation of a letter encouraging parents to enroll their child

in a *Cycle Right* course, which was included as part of the resource kit.

Citizens for Safe Cycling Membership Form

Yes, I want to support CfSC's efforts to promote cycling as a viable means of transportation.

Membership is \$15 individual (\$10 low income) or \$20 household and is valid for one year. All memberships receive a subscription to the *CfSC Newsletter* and *discounts* to the following stores: Bicycle Revival, Bike Stop, Cyclepath (Ottawa & Bells Corners), Fresh Air Experience, Ottawa Bikeway and Sportable. Corporate sponsorships are available — ask for details. If you support what we're doing, strengthen the cause with a donation. Please make all cheques payable to **Citizens for Safe Cycling**. (See mailing address below).

Membership Status:

Renewal New

Type of Membership:

Individual \$15 Household \$20 Low Income \$10

Donations:

\$100 \$50 \$35 \$ _____ Occupation _____

I'm interested in...

Promotion/special events Legislation Education Facilities
 Newsletter

Member's Name: _____

Additional Household Name _____

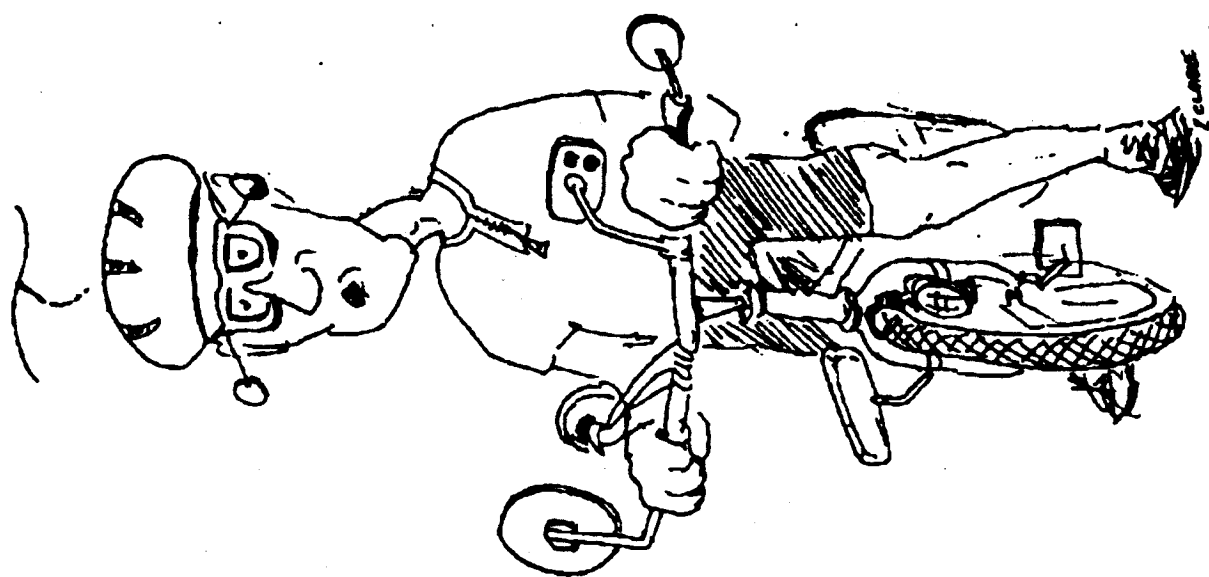
Address: _____

City _____ Prov _____ Postal Code _____

Telephone (H) _____ (W) _____ Fax _____

**1993 CfSC Membership
card enclosed**

WHO EVER SAID THAT
ONE MIRROR WAS ENOUGH ?



*Plan to attend the
CfSC Picnic*

Wednesday, June 9, 1993

5:30 p.m.

Vincent Massey Park

Section M

(Rain date June 10)



Return if undeliverable to:

Citizens for Safe Cycling
P.O. Box 248, Station B
Ottawa, ON K1P 6C4

613/722-4454 (24 hrs/day)