

# CHAIN MAIL



The Citizens for Safe Cycling Newsletter March 2001

Vol 17 No. 1 \$2.00

## The AGM 2000

by Fred Perel

My last visit to the Prescott tavern was the occasion of the clobbering of the Ottawa Senators by the Toronto Maple Leafs during the playoffs last Spring. As I left at the end of that sorrowful evening, I vowed only to return when the circumstances were more pleasant. This vow was honoured when the Prescott became the site of CfSC's Annual General Meeting on Friday, November 3, 2000.

The upstairs of the tavern, La Scala dining lounge with its ambiance reminiscent of 1931, was reserved exclusively for CfSC. An array of veggies and dips, chips and salsa, authentic Prescott-style pizza along with soda beverages soothed our appetites. Admission to meeting and goodies was free. What an awesome deal!

Because I had been obliged to concentrate on other priorities this year, I hadn't seen the CfSC gang as often as I would have liked. That made me even more anxious to attend. The turnout was absolutely tremendous. Along with the members were representatives of the Ottawa Bicycle Club and the Canadian Kilometre Achievement Program who were in attendance to



## An AGM with a difference

pay tribute to CfSC for its impact upon cycling.

The AGM began with mingling and laughter as members traded cycling stories with one another. The long line-up at the membership desk moved efficiently thanks to the work of Charles Akben-Marchand. The information he handed out consisted of the CfSC income statement prepared by Harry Mortimer, the agenda of the evening, summarization of the activities from this year's Board of Directors, and the biographies of those nominated for the Board and for the Presidency.

Brett Delmage conducted the meeting at a lively pace. With an ever increasing number of volunteers, it has become even more difficult to select those receiving awards which recognize contributions to our organization. When the moment of truth arrived, we learned that Ed Ripmeester was the Safety and Promotions Volunteer of the Year and Alayne McGregor, who has kept us informed of the rapid changes

*cont'd page 2, second column*

Chain Mail is published by **Citizens for Safe Cycling**, 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 parking;
- \*Legislation that is effective and enforced;
- \*Representation of cycling issues to all levels of government.

Opinions expressed in Chain Mail are those of the authors and do not necessarily reflect those of CfSC, its Board, or its members. Reproduction is permitted provided both author and source credits are given.

Citizens for Safe Cycling  
P.O. Box 248, Station B,  
Ottawa ON K1P 6C4  
Tel (613) 722-4454  
Email: [CfSC@cfsc.ottawa.on.ca](mailto:CfSC@cfsc.ottawa.on.ca)

Contributions are welcome. Text may be edited for style, length, and clarity. Please send articles to Philip Shea c/o CfSC.  
ISSN 1201 - 9089  
President; Alayne McGregor 722 - 6210  
Vice-President; (vacant)  
Secretary; Grant Malinsky 730 - 2772  
Treasurer; Michael Richardson 233 - 6809  
Past President; Brett Delmage 729 - 0323  
Directors;  
Lynda Kadey 294 - 4605  
Graydon Patterson 828 - 8665  
Lisa Routhier 234 - 3482  
John Stevenson 739 - 2236  
Membership Administrator; Charles Akben - Marchand  
Members of the Executive and Board may also be contacted through the CfSC office; 722 - 4454 or at [CfSC@cfsc.ottawa.on.ca](mailto:CfSC@cfsc.ottawa.on.ca)

The CfSC Board meets every month. All interested members are welcome to attend our meetings. Contact the President for details.  
CfSC operates the Cycling Safety and Promotion Program at the CfSC office;  
251 Bank St, Suite 504  
Ottawa ON K2P 1X3  
Tel (513) 567 - 1288  
[promo@CfSC.ottawa.on.ca](mailto:promo@CfSC.ottawa.on.ca)  
Cycling Safety and Promotion Co-ordinator; Jennifer Allen (613) 567 - 1288.

CfSC needs volunteers and members in order to do an effective job. Please call 567 - 1288 if you would like to volunteer for any Cycling Safety and Promotion activity.  
Call 722 - 4454 to volunteer for advocacy work

## AGM continued

necessary to meet the challenges imposed by the new city of Ottawa, was Advocate of the Year. Other awards are noted elsewhere in Chain Mail, but special mention should be made of those who became Can-Bike instructors this year.

It must have been a special moment for those taking a place on the Board. The Board has a diverse mix of newcomers; an instructor, Graydon Patterson; a co-op student, Lisa Routhier; and a parent, Lynda Kadey. Many thanks to Robert Meynell who has worked admirably as director this year. Alayne McGregor, who has already done so much for CfSC, succeeds Brett Delmage as president. Alayne would later sum up the evening by saying that “the AGM was a fun time with a very productive meeting”, and she went on to thank our guest speaker Jim Glover for, “providing a series of compelling stories concerning the aerodynamic functions of various human powered vehicles”.

The AGM also marked the end of an era as ten eventful years with Brett as president came to an end. Everyone who has had any contact with CfSC in the last decade is aware that Brett is a very hard worker. However so much of what Brett has done has been hidden from public view, only those who are close to the CfSC administration may be aware of just how great has been his contribution. Sometimes in the past years CfSC has had some difficult moments; it was Brett's strength of character which largely made it possible for our organization to get through those times and come out of them even stronger. While president, Brett never wavered in his

goals for CfSC nor in his sense of responsibility to the organization. For many Canadians Pierre Trudeau personified a certain vision of Canada. In much the same way Brett has personified CfSC and its dedication to safer and more popular cycling.

## Tributes to Diane Holmes and Brett Delmage

**Diane Holmes**, former chair of the RMOC Transportation Committee and one of cycling's most reliable friends during her 18 years on City and Regional Council, retired with the (old) City of Ottawa on Dec. 31.

**Brett Delmage** also retired as CfSC's representative on the Regional Cycling Advisory Group (RCAG); he has been on RCAG since it was founded in 1992. At the final meeting of RCAG on Dec. 5, 2000, Diane, Brett and other members of RCAG were presented by Regional staff with attractive “pedal plaques” for their contributions to RCAG and to cycling in the Region. Brett Delmage not only fought for the establishment of the Regional Cycling Advisory Group: he was CfSC's rep from the first meeting in 1991 to its last in December. During that time, he worked to ensure that programs, such as the cycling map, Bikes on Buses, and safe cycling bylaw enforcement, were not forgotten. He learned about traffic calming, and examined theory and results in Ottawa, Canada and the world to see which types of traffic calming hurt and which helped cyclists. He then used that knowledge to comment upon proposed projects. He made many comments to the Region about

proposed changes to roads and to cycling facilities. He also made many trips by bicycle to inspect personally the sites of suggested changes or to view changes which had been made.



### **Ed Ripmeester Receives Award as Volunteer of Year**

#### **Ed Ripmeester Honoured in Verse**

*as delivered by Sylvie Welkie at the AGM, Nov 3, 2000*

It's that time ... time to announce Volunteer of the year,/ As we put our heads together, the choice was still difficult and hardly clear,/ First, we asked who helped distribute/ Better Bicycling, Ottawa's cycling news,/ Of course many of you did, so we continued to muse.

And then there was Commuter Challenge, a frantic week,/ Without the help of some of our volunteers, it would have been bleak./ A series of cycling demos and seminars at many workplaces,/ Gave out volunteers a chance to see new, potential cyclist faces.

What about the cycling safety demos for kids in the summer?/ They would not have happened without two of our dedicated volunteers. That would have been a bummer./ And who always gives feedback on programs when asked?/ Still a number of volunteers would do so, present and past.

At last, there was one person who

came to mind,/ Who was there for all of the above and who was also there at short notice,/ when we were in a bind./ And so we are lucky to have a keen, retired, cyclist with a cause,/ So let's give **Ed Ripmeester**, our Volunteer of the Year,/ a rousing round of applause.

#### **Boyd Aitkin Recognized for his Work in Gloucester**

**Boyd Aitkin** was appointed CfSC's representative to the Gloucester Cycling Advisory Committee in 1994, and worked both there and on RCAG to ensure the east-end linkages weren't forgotten, both on local roads such as Bearbrook and arterials such as Innes and Blair. He also was part of GCAG's annual pit stop on Green's Creek every spring to encourage cycling commuting. As well, he worked to ensure that Gloucester installed bicycle racks at all city owned and operated facilities (a total of 99 racks).

A plaque was presented to Boyd to commemorate his years of service. The photo of the presentation will be in the next issue of Chain Mail.

#### **Ewen Todd, CfSC's Man in Nepean**

**Ewen Todd**, a strong voice for the establishment of the Nepean Cycling Committee in 1991, joined that committee as CfSC rep in 1994. During his term, the committee worked to improve path and road linkages for cyclists in Nepean, as well as encouraging cycling through its annual booth at Nepean Days, its website and articles in local papers, and its awards for contributions to cycling in Nepean. When Nepean City Council almost closed down the Committee in 1998, Ewen worked hard to ensure its continuation.



### **Ewen Todd Receives Award from Alayne McGregor**

On November 8, at the final meeting of the Nepean Cycling Committee, Alayne McGregor presented a plaque to Ewen in honour of his work.

#### **Jim Wilson, our October Volunteer of the Month**

Jim "Sir James" Wilson is a volunteer who's a joy to work with. He's dependable and hard-working, and always gives you the feeling he's enjoying helping out.

Sir James has been awarded the October award for volunteer of the month specifically for his work in checking out the 100 km route for



### **Jim Wilson with Plaque**

the "Tour of the City Halls" 2000; this year's version of the Harvest Ride. He rode that route twice: first to check it out several days before the ride, and then led the 100 km riders the day of the ride. He also went out of his way to pick up some of the prizes for riders.

But that's not all he's done for CfSC: he's also helped with distribution of Better Bicycling and provided photographs for the "You are never too old to cycle" pamphlet to encourage cycling for mature adults.

But probably his biggest achievement is in running the Canadian Kilometre Achievement Program (CKAP) for many years, in effect single-handedly. This program encourages cyclists to improve and increase the amount they cycle, and every year recognizes cyclists who have accumulated many thousands of kilometres. The program recognizes both annual and lifetime achievements. Without Jim, the program would not now exist, and we would have lost another tool for getting people out on the bikes more.

### **President's Report: January, 2000**

*by Alayne McGregor*

Growth: isn't it wonderful, and how are we going to increase it? That's all we've been hearing lately here in Ottawa-Carleton. As a software designer myself, I'm not complaining: I appreciate the increased job opportunities and the diversification of the economy.

But there's been a lot less talk about what that growth will actually look like. Will we just get five more Chapel Hill housing developments, and ten more collections of identical

glass office towers like Kanata North and Colonnade Road? What if this growth massively increases the car traffic on your street, making it more dangerous to cross or cycle along? What if it means that your job gets moved 20km away, too far to practically cycle? Who will decide where this growth will occur - our newly-elected City Council or the developers and entrepreneurs?

The record so far has not been good: earlier this fall, Regional Council listened so hard to Rod Bryden and his cohorts that they overrode the recommendations of their own staff and the Kanata councillor, and rezoned a huge development near the Corel Centre. Staff had recommended some of the lands be reallocated to commercial and residential development, even though the original Corel agreement did not allow this. Council went further and added more land to the development.

Looking for some insight from business, I recently attended a luncheon sponsored by the local chapter of the Institute of Transportation Engineers (ITE). Bronwen Heins, president of the Kanata Research Park development, spoke about "Transportation Infrastructure and the needs of our expanding high-tech sector".

Her basic message: the high-tech sector is expanding in Kanata and Nepean at rates eight times the projections in the RMOC Official Plan. They like Ottawa, for its quality of life and for the availability of talent here, as well as the fact that engineers don't need to commute two hours each way to work, like in Silicon Valley.

The high-tech sector likes to "cluster" (she used this word

repeatedly). They want to be near other high-tech businesses for synergy and so they can poach employees easily. Therefore, they prefer the west end to the east end -- specifically west of the Rideau River. Most high-tech employees live in the west end and supposedly prefer to work there. She kept emphasizing the power of engineers to set working conditions and locations -- they want cafeterias, work-out centres. They want convenient locations and they make their employers choose them. Engineers want convenience since they're working long hours so they'll want to drive. (In my experience and that of other CfSC members, the employer picks a new location and tough luck if you don't like it -- you find another job or lump it).

Next message: the high-tech sector operates on very fast deadlines so they expect equally fast response from the city to bend to their needs. If the city isn't immediately accommodating, they'll go to North Carolina or India. It's a global market; they're competing in it -- Ottawa has to compete for their being here. (Sounds more like blackmail to me.) Next message: there's already backups on March Road. The city has to increase the road infrastructure. Now.

To be fair, she also mentioned the importance of the east-west light rail link (which goes to Colonnade Road and Kanata North), along with coordinated commuter buses from the rail stations to high-tech companies. She said it was absurd that a secretary living in Barrhaven should take two hours by bus to get to Kanata North (I'd agree with that). She talked about the importance of integrating housing with high-tech buildings (at least the office buildings) so that more people

can walk/cycle to work. She mentioned that her development is paying for a purpose-built recreational path over NCC lands from Carling Avenue to facilitate walking and cycling.

In her talk and in the questions afterwards, there was no real discussion of how taxpayers were going to pay for the improvements needed in roads or transit or paths. So that's what the high-tech business people are seeing as their vision for our new city. Is it yours? Will it allow you and your friends or family to use your bikes when you wish? It's going to be an ongoing debate in the new city, every time a new development or a road expansion or a planning guideline is approved.

But there are alternatives. In the next *Chain Mail*, I'll talk about "smart growth" and neotraditional planning; some of the ways that engineers and planners are starting to try to balance growth and livability. If we don't want the two-hour car commutes now common in the original Silicon Valley, we need to find those alternatives.

I'd like to thank the CfSC membership, the outgoing and new Board of Directors, and particularly those who attended our Annual General Meeting for your faith in acclaiming me as President. As I mentioned at the meeting, I'm expecting an "interesting" year, both politically and organizationally. I wouldn't have even considered taking this on without the support and encouragement of the Board, and particularly Past President Brett Delmage. Brett has always been there to solve problems (wherever they occurred), to encourage people to keep involved, and to make sure everyone is aware of what's going

on. He's become so good at it in the ten years of his presidency that I think few people are aware exactly how large and how varied his contribution has been. I'm certainly going to have problems reaching that level, but knowing it has been done keeps energizing me.

### **Regional Cycling Advisory Committee Report**

Members who have not already done so are urged to read Brett Delmage's detailed report on the Regional Committee's work which will be found on the CfSC web page. The report relates the committee's efforts to promote safe cycling and to further the planning and construction of safe, bicycle friendly facilities at the Regional level.

Many specific projects are mentioned. Cyclists, upon reading the report, will come to appreciate just how important this committee has been to them. Almost every day virtually all cyclists will use a road, see a sign, use a map, or benefit from some other facility whose design or installation has been influenced by this committee.

### **OCAG Report**

*by Michael Richardson*

This year was a busy year for OCAG. Multiple meetings were taken up discussing Johnston Road. The underlying issue is a long familiar one: build Bike Lanes or not. The CfSC Bike Lane policy was ultimately adopted as basis for an OCAG policy on Bike Lanes. To a certain extent, this eclipsed the question of how does the City of Ottawa approve new developments -- considerations for walking and cycling are not foremost on the minds of developers. Yet, they want to retrofit their designs with Bike Lanes so they can claim to satisfy the

demand for "quality of life". No Bike Lane will ever turn a hostile, high speed road with poorly designed intersections into something people want to cycle and walk on. Cycling infrastructure starts with land planning and multi use zoning.

There are still many items left on the city's Comprehensive Cycling Plan that have not yet been implemented. The list is well documented and well prioritized, and will form the basis for the new cycling advisory group's work next year.

*The OCAG report to the AGM is available on the CfSC web page.*

### **Report on the Activities of the Nepean Cycling Committee for the Year 2000**

A most thorough report on the activities of this committee was prepared by Ewen Todd before the AGM and is available to members on the CfSC web page. There you will find a brief history of the committee, changes in personnel during the year 2000, a description of committee activities such as Nepean Days, a list of the various issues raised at a number of meetings, and a description of work done on the 2000 edition of the Regional Cycling Map. The report also talks of the meetings held with other cycling advisory committees to prepare the Terms of Reference for the proposed new City of Ottawa Cycling Committee.

Since that report came out, Nepean Cycling Committee members were given certificates by Lee Farnworth on behalf of the Nepean City Council. These certificates recognize the work done by the committee to further the cause of cycling in the city of Nepean. Committee members were informed

of the proposed Ottawa Cycling Committee; no doubt many will want to make a contribution by serving on this new committee.

### **Gloucester Cycling Committee Report**

CfSC members will find the Gloucester Committee's Report, prepared by Boyd Aitkin, on the CfSC web page. As with all the existing cycling advisory committees, this is the last year for this committee. Boyd closes his report by expressing a personal hope to be active in planning for cycling in the new city of Ottawa.

### **Goodbye to City Halls Ride**

CfSC members and guests were greeted by the perfect warm and sunny autumn day of October 1 for "The Goodbye to City Halls Harvest Ride". Tours departed from the OC Transpo Place Orleans Park and Ride lot (so that participants could get to the ride using Rack and Roll bus racks) and returned to Cumberland City Hall for a celebratory lunch.

The tours included a 15 km family tour, a 45 km tour to Ottawa City Hall, and a 100 km ride which went to Kanata City Hall and past Gloucester, Nepean and Ottawa city halls. Each rider was awarded an official city pin for visiting a city hall. Tours went past incredible vistas along the Ottawa River,

### **Harvest Ride 2000**



spectacular fall colours, and a diversity of other sights.

This new version of the Harvest Ride was the inspiration (and largely the perspiration) of CfSC VP Brian Martin and his helpful family members. The city's tour leader extraordinaire, Jim Wilson, rode the 100 km tour not only during the official ride, but also earlier in the week to check the route and confirm distances for the map!

The 2000 Harvest Ride was a fabulous event and a tribute to the different municipalities the came together to form the new city of Ottawa. As one sorry member who slept in and missed it said, "I'll probably regret this for the rest of my life."

### **New City: Some Good News but Nothing Final Yet**

With the new Council now elected, it's getting closer to the real fight to ensure that the new City of Ottawa keeps supporting cycling. The election results were mixed; two long-time cycling supporters (Al Loney and Linda Davis) were defeated, but two virulently anti-cycling councillors (Betty Hill and Robert van den Ham) also lost. A good number of strong cycling supporters from the former Ottawa, Gloucester and Regional Councils were elected. With the new councillors and increased preponderance of rural wards, it's still too early to say how the votes will go.

The CfSC Board has identified six priorities to look for in the new budget:

a. Ensuring funding of \$60,000 for the Cycling Safety and Promotion Program;

b. Ensuring the existence of and staff support for the Ottawa Cycling Committee;

c. Ensuring road maintenance levels are at least as the same level as the old RMOC;

d. Ensuring cycling budgets are, at minimum, the level of the combined municipalities, this to include both facilities and promotional work such as the Cycling map and the Ultimate Bike Guide and also studies and surveys necessary to ensure effective use of this budget;

e. Preserving cycling and related staff with the Transportation Utilities and Public Works Dep't;

f. Ensuring continuing existence of the TDM (Transportation Demand Management) group and programme.

The CfSC Board has also asked members of the cycling advisory committees to support these priorities. The Gloucester committee did so Nov. 20 with the intelligent proviso that maintenance standards should be at the highest level of all the merged municipalities, not just the RMOC.

The Transition Board approved renewing our base \$40,000 contact for the Cycling Safety and Promotion programme for 2001, although this must still be ratified by City Council. However the CfSC Board also submitted a request for an increase to \$60,000. CfSC has not received an increase since we took over the contract in 1994 and costs have recently soared, including a 25% increase in rent. The Board has realized for a number of years that the programme was not sustainable at its current funding, both in terms of not being able to pay sufficient wages and of the wear on volunteers. We asked for what we think is a reasonable amount to run a programme that will properly cover the new city.

There is no news yet, bad or good, as to whether a Cycling Committee be established. The Transition Board has recommended that there be twelve advisory committees to Council, but has left it up to Council to decide what they should be. Other likely committees would include Youth, Volunteer, Disabilities, Arts, Environment, Heritage/ LACAC, and Transit.

If the concept of a cycling Committee is approved, city staff say it will not likely start sitting before April due to the time needed to finalize and approve the terms of reference, and to advertise for, interview and appoint members.

In the meantime, members of all current cycling advisory committees (from all cities and the Region) will continue to work together and with city staff to ensure that cycling concerns are still considered in road/projects and that cycling is encouraged.

The first joint meeting was held with eighteen people in attendance. At that meeting each committee updated the others on its work and priorities. The next meeting will be held March 6 and will deal with upcoming issues. All interested cyclists are welcome. Call CfSC for more information.

### **Encouraging Words from the New Mayor**

*From Bob Chiarelli's campaign web site at <http://www.bobchiarelli.com/safestreet2.htm>, a few selected paragraphs.*

Safety on our streets is critical to our quality of life. Our sense of security and our confidence in the safety of our families is compromised when

we do not address basic traffic violations like speeding, reckless driving and failure to stop at red lights.

### **Safer Cycling**

Ottawa, with its safe streets and a network of recreational paths that are the envy of other urban communities, is home to a rapidly-growing number of cyclists - both recreational cyclists and commuters. This posed opportunities - making cycling and even more viable transportation option. It also poses challenges - the number of bicycle-related incidents - the number of bicycle thefts. Bob Chiarelli plans several initiatives here.

Enhance bikeway patrol program and launch a cycling safety audit. In co-operation with Citizens for Safe Cycling and the NCC, cycling safety audits throughout the new city will be started in 2001 to determine existing conditions and to develop recommendations for improvements to streets, intersection and paths.

The Bike "rodeo" Project  
The Region of Ottawa-Carleton developed a very successful bicycle safety campaign for schools in the early 1990's which is now also supported by CHEO. Bob Chiarelli promises to build on the success of this program starting in the spring of 2002 by introducing annual bicycle "rodeos" for elementary school-aged children in each area of the new city. Leading up to these rodeos, Bob Chiarelli would support a partnership with Citizens for Safe Cycling and school boards to deliver a bike safety program in schools. Sponsored by the Ottawa-Carleton police, Parks & Recreation and Citizens for Safe Cycling, the rodeos will help first-time or beginning cyclists learn about properly equipping a bicycle and traffic

safety.

### **Graydon Patterson, a New Director on the CfSC Board**

I am a year-round commuting cyclist, logging several thousand kilometres per year. I truly enjoy the freedom, peace of mind and flexibility cycling provides me as a mode of transportation around the city. I sold my own vehicle back in 1997, and our household is now a single vehicle one. I regularly cycle around much of the urban core, with more emphasis on downtown and the west end where I have worked. I enjoy long and short bicycle rides and tours and usually do one or two camping trips by bike each summer. I also enjoy mountain biking, for which our area has exceptional facilities.

I am a Can Bike II instructor, and have been actively been teaching courses since 1997, with an average of 6-8 courses per year since then. I regularly teach the Kids Can Bike courses which offer its own unique challenges - but that is not to say adults can't surprise me sometimes also.

I like the challenge of cycling in winter, long self-supported camping tours and extending my normal 10 km commute to 40 and 50 km rides before work. I usually participate in the Rideau Lakes tour, the Kokanee 24-hour mountain bike relays and some of the local rides. I find it unbelievable that most people accept the many hundreds of dollars it costs per month to run a motor vehicle, and many have two vehicles (as I did)! Is this our purpose in life, to put in all those long hours of work, away from family and friends, to support an expensive car habit?

### **Lisa Routhier Joins the Board**

Hi! My name is Lisa and I'm one of the new directors on the CfSC Board. I have been a recreational cyclist for most of my life, but I really started to take cycling seriously when I moved from out of the suburbs to Lowertown. My bicycle has been my main mode of transportation for about six months now, and I am enjoying the learning experience that comes with trying to navigate through the city.

I am currently in my last year of the Environmental Studies program at the University of Ottawa. There's something about transportation that intrigues me, just thinking about the constant movement of people, where they are going, and how they choose to get there. And so, I am writing my honours essay on utility cycling in Ottawa and what factors are limiting its potential. I will be including a special feature on the feasibility of winter cycling, so I invite all year-round cyclists to send me a little email if they are interested in participating in my survey.

([Lisa.Routhier@ottawa.on.ca](mailto:Lisa.Routhier@ottawa.on.ca)).

I look forward to a fun and productive year with CfSC.

### **Lynda Kadey New to the Board**

I am fairly new to CfSC. I was very impressed with CfSC and quickly got my CANBike 11.

I am married with two young children. My husband is one of those former racing types, now into commuting and recreational cycling. I come from a background of recreational, touring and commuting. We have begun tandem

riding together. It was the only way I could keep up to his pace. I also take the children around the community in the trader and on the trail-a-bike. Needless to say, I have become very reacquainted with my granny gear, especially on those hills. With the introduction of the Rack and Roll on the buses, I have been able to get back into commuter cycling.

I started cycling as a child. Initially, I probably spent more time pedaling backwards. When I received my first real bike I got quite ill and spent my time on the bike with it leaning against the wall and myself pedaling backwards. Gee, I wonder why I don't like stationery bikes. Eventually I got off the wall and started to pedal forwards. Since I grew up in Toronto, I got to practice cycling in the city. I also lived near some pathways that provided hours of recreational cycling.

I strongly believe in education as one of the most important cycling issues. I also would like to see a greater level of cycling as a sustainable form of transportation and recreation. That means a very integrated approach to everything from planning, infrastructure, research, education etc. I hope in my year on the board I will be able to assist in this capacity.

### **Want to Lend CfSC a Hand?**

*by Lisa Routhier*

If you've had thoughts about wanting to volunteer some of your time to help out your local, hard-working, friendly pro-cycling organization, but have not been able to devote entire evenings to meetings and such, then this may be just the thing for you.

CfSC is looking for volunteers to take part in the newly re-vamped

Phone Tree Committee. As a phone tree volunteer, you would have a group of CfSC members to phone, notifying them of upcoming events and other CfSC news of special importance. Approximately one hour per month is the expected time commitment and you would be able to do the work in the comfort of your own home. So, if you'd like to lend a hand and become more involved in the CfSC by joining this committee, just send an email to [Lisa.Routhier@CfSC.ottawa.on.ca](mailto:Lisa.Routhier@CfSC.ottawa.on.ca) or leave a message at 722-4454.

### **Do you like people? Volunteers Needed**

Do you enjoy...

- \* talking to people about better cycling and how to get there?
- \* developing computer databases and web server programs that make the work of volunteers easier and more effective?
- \* organizing and working with other volunteers to run short and effective events and campaigns?
- \* designing eye-catching displays that make people stop and say "wow!"?
- \* encouraging people to get involved in CfSC? by writing and designing advertisements, brochures and other materials?

\*learning how to do any of these? ... then the CfSC Membership Committee has an opportunity for you! Please join us at our first meeting of the new millennium, at 7 pm on March 20 at the CfSC office, 251 Bank Street, Suite 504 to discuss ideas for the spring 2001 membership campaign. It won't happen without you. For more information or to let us know that you're coming (so we can let you in the front door!) please call 722-4454 or email us at

[CfSC@CfSC.ottawa.on.ca](mailto:CfSC@CfSC.ottawa.on.ca).



## **Jennifer Allen; Our New Cycling Safety and Promotion Program Coordinator**

by Jennifer Allen

### **Jennifer Allen**



Hello! I am excited to be working with CfSC. I know I will be kept busy with all the exciting things we have planned for 200. I am a long time resident of Centretown and just completed my rookie season as a bicycle commuter, logging almost 2,600 km in commuting alone between April and November. My background is in sport psychology;

I have recently completed my Master's Degree at the University of Ottawa. I know that the best way to learn is through information and education, which fits in nicely with CfSC's mandate. I appreciate the value in educating others about the many benefits of safe cycling.

I spent the last two summers as the head coordinator for the Pathway Patrol Program, until I was stolen away to come and work here!

When I am not working or riding my bike, you can usually find me catching up on my reading, eating or sleeping. In the winter months, I volunteer with the Canadian Ski Patrol. I share my not-so spacious apartment with one roommate, two cats, two leopard geckos and many

creatures in the saltwater aquarium.

I look forward to meeting and working with all of the dedicated volunteers who make this organization what it is. Please stop by the CfSC office anytime and say hi! You can meet me, or check out the new fridge, who knows what "cool" things await inside! Hope to see you soon.

### **The Canadian Kilometre Achievement Program**

by Fred Perel

Danny Chew is the self-proclaimed "Ultramarathoner" of cycling. In the July, 1998 issue of *Bicycling Magazine*, the native of Pittsburgh, Pennsylvania announced his aim of accumulating one million miles on his bicycle. He has already done almost one half of that distance and hopes to reach his goal about the time he turns seventy.

Realistically none of us are at the same level as the "ultramarathoner", but he can inspire us to keep track of our distances as we cycle. Agnes Davis, a member of Citizens for Safe Cycling, keeps a cycling log of her mileage. In the Spring issue of *Better Bicycling*, she reports that the log and photos of her cycling accomplishments give her with a strong sense of pride. Barney King of the United States Cycling Federation emphasizes in the May, 2000 issue of *Bicycling Magazine* that such a log is the most effective tool for monitoring your progress as you strive to meet your cycling goals. Throughout Canada, any cyclist can participate in a program which provides its members with an incentive to ride more. It's the Canadian Kilometre Achievement Program and has been the benchmark of cycling achievement

for many years. Ottawa Bicycle Club tour leader Jim Wilson keeps the statistics. There are individual awards for reaching specific goals during a season as well as lifetime achievement awards and club awards. The Hewes Award is presented to the club, possibly the OBC, CfSC, or the Kanata-Nepean Bicycle Club, with the most collectively recorded kilometres. Please encourage your riding partners to get involved.

Most of us cannot hope to match the "Ultramarathoner" and do a million miles. However, those who have the resiliency can strive for the 100,000 km Lifetime Achievement Award which has already been given to Les Humphreys and Bruce Timmermans. To register simply visit the C-KAP website [www.mondenet.com/~jimckap](http://www.mondenet.com/~jimckap).

### **Save Gas; Use Your Bike**

by John Stevenson

I would like to address the typical casual cyclist who likes to go for a ride on a nice day.

We are all well aware of recent increases in gas prices. Here is something you can do about it. A car gets very poor milage on short runs. In suburbia most trips are short, to a meeting at the local church or to pick up a litre of milk. Such trips can be done on a bicycle. To adapt your bike for transportation day and night, rain or shine, simply add fenders, lights and a carrier.

### **My 'Watch for Bikes' Crusade**

by Fred Perel

As a non-stop bicycle activist, one of my strongest ambitions has been to promote goodwill between motorists and cyclists whenever they're on the road together. That is why I have

launched my own crusade by distributing "Watch for Bikes" stickers ever since they were introduced by the news group forum of Citizens for Safe Cycling on June 18, 1999. This fascinating idea was implemented by the Canadian Automobile Association four years ago. The "Watch for Bikes" sticker is really a transparent decal that's imprinted on the bottom of the side mirror. Once it's properly installed, the decal is a reminder to drivers to "Watch for Bikes" before they make a lane change or open the door of a parked vehicle. It's a sticker that may be relatively tiny in size, but it's a major breakthrough in reminding motorists to remember cyclists. A lot of credit goes to Nick G. Ferris, who coordinates the "Watch for Bikes" program for C.A.A. in their Central Ontario headquarters. In July of 1998, Nick reported that over 90,000 decals have been distributed throughout the country.

In order to spread the good word to motorists everywhere, my very own



"Watch for Bikes" crusade has taken centre stage. Every time I mail a personal letter, a "Watch for Bikes" sticker is attached to it by a paper clip. I've been bold enough to put the stickers inside all of my business letters also. This has included sending the unpeeled decals along with charitable donations, bill payments, formal registration for all of my competitive long distance running events, and most intriguingly, with my official form for joining the Green Party of Canada. The other dimension of my crusade

has occurred during social outings when I hand them out in person. For example, I gave them out to the volunteers of Escapade 2000 on July 2; among them was former Ottawa Bicycle Club touring director David Gibson. They've also been received by Ross and Wendy Richardson after a long, enjoyable ride with the Kanata-Nepean Bicycle Club. For some extra bravado, I handed a pile to the front desk of CHEZ 106 FM on 134 York street in exchange for taking so many of their cool bumper stickers.

My "Watch for Bikes" crusade has been such a rewarding experience, that I encourage CFSC members from around the globe to vibrantly get involved by distributing them in the same way that I have. You can acquire a reasonable number of "Watch for Bikes" stickers by dropping by the CFSC Safety & Promotion office on 504 - 251 Bank street. If you happen to live in the west end Ottawa, then they're available at the C.A.A., right beside Peter's Health Foods in Lincoln Heights Galleria (2525 Carling Avenue). Please tell Doug Meyhew, the coordinator for Eastern Ontario, that I said hello.

### **Reflections After a Few Weeks in France**

*by Philip Shea*

Toward the end of the summer just past I had the great good fortune to do a leisurely bike tour in southern France with my wife and a few friends. The joys of the tour I will be happy to extol to anyone willing to take the time to listen to me and to pay for the beer. However while I was there a few thoughts did occur to me about CfSC and the work it is doing in the Ottawa area. I had these thoughts for the simple reason that there does not seem to be a similar organization in Toulouse, the

southern French city which we used as a base for the better part of a week.

Toulouse is a wonderful city with many lovely things to see. Drop by l'Office de Tourisme and a friendly clerk is happy to hand over a very nice map showing all sorts of bike paths and bike lanes. But when a cyclist tries to use the map a most frustrating and dangerous time ensues.

There are bike lanes, all with very nice signs and solid fines to keep motorists at bay. Typically we could cycle maybe one or two hundred metres and then there would be another very nice sign indicating the bike lane had come to an end. There would be no alternative but to head out into traffic usually at a point where the road narrows. Of course in a city as old as Toulouse it has not always been possible to widen roads to easily find room for both bikes and cars, but it appears that whenever there had to be a choice between room for cars and room for bikes it was the cars that won. Perhaps the worst case is the main boulevard which links the train station with the major tourist attractions and hotels in the downtown area. Apparently this boulevard was just redone a few years ago but little thought was given to bikes. Consequently the map encourages cyclists to go through parking lots in among cars that are frequently backing up or to use the sidewalks which are crowded with pedestrians.

Not all is awry. The mayor and administration have declared that they want to get people out of their cars and that bicycles are an excellent alternative. There are some very nice bike paths along the various canals in the town. The trick *continued, page 12*

## A Poetic Message for Us All

*Ed's note; the following was submitted a few months ago. It is a great pleasure to publish it complete with the author's introductory note.*

Hello,

My name is Frank McGregor. Even though, in the distant past, I have posted here before, it is safe to say that I am not a regular contributor and unknown to most members. I am a relatively new member of CfSC, summer of 2000.

I am a Can Bike 11 program graduate, and have recently attended a Can Bike Instructors seminar. By way of introduction, I present to you a light hearted poem. This poem is based on my observations of a cyclist this past Friday.

### Vision of Safety

*by Frank McGregor*

T'was the night before last. One dark Friday night,  
When first I did see her. There, on my right.

Away in the distance and easy to see  
All covered in lights like a Christmas tree.

As I approached her, up from the rear  
A vision of safety and I drove near.

White light in the front, red flasher in back  
All her belongings in panniers and rack.

Gloves on her hands, scarf on her face,  
Shiny new helmet strapped firmly in place.

Riding in fine straight as a rule,  
This lady is smart. She's nobody's fool.

Riding on Carling, near the cows moo,  
I wondered if she'd been to the Can Bike II

A vision of safety it was plain to see,  
Until we approached, those traffic lights three.

The lights were all red, you know how it goes,  
I stepped on the brake and felt my truck slow.

What happened next I could not believe,  
My vision of safety she started to weave,

Inside of one car and past another  
She better stop soon! Or she'll never recover.

Right through the first light, a shake of her head  
Could she not see? It was round and red.

All visions of safety were shattered complete  
Perhaps at the next light, she'll put down her feet.

But straight through again as if in a trance  
Eyes dead ahead, not a right or left glance.

In front of cars stopped, she's labelled us all,  
Cyclists run lights!! Out goes the call.

Despite all her efforts, like dressing up bright,  
In one fleeting moment she's damaged our fight.

To my surprise, as I continued to watch,  
Near the third light she slowed down a notch.

She puts on the brakes and comes to a halt,  
But the damage is done. Completely her fault.

My vision of safety, I begin to wonder,  
She did this on purpose. On purpose, a blunder.

Run two red lights but stop for the third,  
Her actions, no sense, completely absurd.

"Ironic" I say as the red light turns green,  
How she dresses the part and wants to be seen.

Yet courts our friend Danger, two times of three  
The odds are against you, my vision of safety.

*With apologies to Clement C. Moore*

is to get to them. Just before we left, the mayor decreed that the upcoming Sunday would be a car free day, autos would be banned from the downtown streets and only pedestrians and cyclists would be permitted.

Obviously there is some political will to reduce the reliance on the automobile and remove some of the cars which are strangling the old cities of France. However there does not seem to be an organization which is willing to remind the local bureaucracies that changes to the infrastructure must take more than just cars into account. There is a lot of interest in cycling as a sport but there does not seem to be anyone who promotes cycling as a way of commuting to work and to the stores. And from the behaviour of the few cyclists I did see on the street, no one is educating them to cycle in a safe and courteous manner. Sometimes it takes a trip abroad to make us appreciate what we have here.

### **Wanted: Cycling Committee Representatives**

CfSC is looking for expressions of interest from any members who would like to represent CfSC on an official city cycling advisory committee. The committee has not yet been established, but is likely to be, and is expected to deal with all city programs and facilities that affect cycling.

Expected time commitment would include a three-hour meeting once a month, plus subcommittee meetings and outside study of plans and on-site facilities. CfSC reps would also be expected to keep the CfSC board and membership aware of all important issues before the committee, attend CfSC board meetings regularly to discuss issues, and abide by CfSC policies.

For more information, email CfSC president Alayne McGregor ([alayne@cfsc.ottawa.on.ca](mailto:alayne@cfsc.ottawa.on.ca)) or phone 722 - 4454.

### **Daphne Hope; City of Ottawa, Alternative Transportation Modes**

Phone; (613) 244-5300 ext 1- 3225  
[daphne.hope@city.ottawa.on.ca](mailto:daphne.hope@city.ottawa.on.ca)

### **IT Consulting**

*Specializing in Microsoft solutions*  
1310521 Ontario Inc.  
49 Belmont Ave  
Ottawa, ON K1S 0V2  
(613) 730-9851  
1310521-ontario-inc  
@home.com



Kunststadt; Ottawa's Cycling Destination Stores;  
1583 Bank St, Ottawa 260 - 0696  
462 Hazeldean, Kanata 831-2059

### **Fresh Air Experience**

*Bicycles - Cross Country Skis  
Specialty Clothing*

1291 Wellington Street  
3 blocks west of Holland Ave  
729 - 3002

### **Our Need Could be Your Gain**

The Citizens for Safe Cycling Safety and Promotion program has been going on for some years now. As reported at the AGM the pace of activity has increased. The result is that one year's files don't fit in our filing cabinet anymore.

WANTED: 4-drawer  
-LOCKABLE filing cabinet.  
Reasonable price will be considered. Donation? If you have such an item, please contact the CfSC office or Michael Richardson, [mcr@sandelman.ottawa.on.ca](mailto:mcr@sandelman.ottawa.on.ca)