

CHAIN MAIL



The Citizens for Safe Cycling Newsletter

Vol. 14, No. 2

Summer 1998

Champlain Bridge Imbroglia



"Plan alternate route" says this NCC sign. Ironically, it blocks the recreational path which is part of the NCC's suggested alternate route to the Portage Bridge, for cyclists. This sign placement demonstrates the typical lack of concern for the safe and practical travel needs for cyclists that the NCC has shown during reconstruction of the Portage and Champlain Bridges this spring.

by John Kane, Vice-President

The NCC persists in viewing cyclists as recreational riders, despite surveys which show commuter and transportation cyclists also make extensive use of NCC facilities. It is clear that Champlain Bridge is a major commuter link linking the western part of the Communauté Urbaine de L'Outaouais to the western part of the Regional Municipal-

ity of Ottawa-Carleton including such major destinations as Tunney's Pasture and the high-tech complexes in Kanata and Nepean.

On June 10th Citizens for Safe Cycling (CfSC) attended a public meeting that the National Capital Commission (NCC) held to discuss cyclist and pedestrian facilities during the Champlain Bridge reconstruction.

The NCC proposed that all cyclist and pedestrian traffic in both directions be channelled onto a 1.5 metre sidewalk isolated from the road by jersey barriers, during the 2-year reconstruction/widening. Cyclists would be banned from the roadway. The proposed bicycle route on the sidewalk

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INTRODUCING THE HARVEST RIDE

By Fred T. Perel

Have you been able to bike as much as you'd like to this year? Are you waiting for the weather to cool down? Would you like to explore new horizons? Would you like to know more

about CfSC? Do you feel good about helping others? Summer is a hectic season and it's common to procrastinate most of these desires. Fortunately, CfSC and National Capital FreeNet are providing a glorious opportunity for

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CfSC 1998 MEMBERSHIP DRIVE BEGINS!

By John M. Calvert, Director,
Co-ordinator of Membership Services

Starting in June, CfSC launched our 1998 Membership Drive with a goal of adding 100 brand new members by the November Annual General Meeting. That is, 20 a month for the next 5 months, a modest proposal! Earlier this year, the CfSC Board of Directors identified membership growth as a strategic priority for the organization in order to continue offering our current programs and to expand with new services for the membership and the general public. The result of that decision is the 1998 Membership Drive.

All this sounds rather dry and boring, but it isn't! Why? Well, for our current members it means a chance to catch some fun prizes as part of the Membership Drive. Each month between now and the AGM, any current member who recruits a new member will have their name entered in a monthly draw for a fun prize such as bike lights, water bottles, bike bells, free tune-ups, etc. Just what you need to accessorize you pedal-powered baby. And for each new member that you sign up in a given month, you get another chance at the monthly prize. Sign up 2 new members equals 2 chances. Also, new members who refer themselves can enter their own name.

But wait, the best part is still to come. At the AGM, everyone who was

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ChainMail is published by Citizens for Safe Cy- cling

A 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; and Representation of cycling issues to all levels of government

Opinions expressed herein 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.

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The CfSC Board meets every month.

All interested persons are welcome to attend our meetings. Phone the Secretary for details.

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CfSC needs volunteers and members in order to do an effective job. Please call Gavin

MacPhail if you would like to volunteer for

any Cycling Safety and Promotion activity.

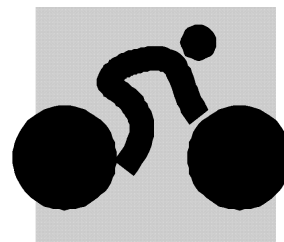
Call 722-4454 to volunteer for advocacy

work.

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SQUEAKY WHEEL



by Brett Delmage, CfSC President

New membership campaign

Director John Calvert has shifted into high gear on organizing and growing CfSC's membership. This is one of our most important priorities for 1998. Thanks to John's efforts, the membership files are in tip-top shape now. We just need more members in the files!

Recently I was inspired to watch John sell a number of memberships at his first booth in MEC. But he won't be able to sign up all the new members all by himself. Please participate in our new membership campaign. A blank membership form is included with this issue. By signing up a friend or co-worker, not only will you be eligible for glamorous prizes(!), but you will be helping to ensure that CfSC has the membership support it needs to lobby for better cycling conditions effectively. With recent votes like the 10 to 9 vote in support of facilities funding at the RMOC, we can't have too many members.

The New Harvest Ride

The Ride for Cycling returns in a new form this autumn, as the Harvest Ride, organized as a joint fundraiser by and for the National Capital FreeNet and CfSC. Fred Perel and his committee have ideas for a great new ride this year, and they're counting on you to come out and enjoy it! Watch for details before your next Chain Mail, and please give Fred a call or e-mail if you would like to help with CfSC's most important fundraising event of the year 🚲



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\$110,000 Ottawa Cycling Plan Budget Approved



The newly-constructed bike lanes on Baseline Road end, leaving cyclists to fend for themselves at this complex, high-speed intersection with the 416, and Richmond Road. Most cyclists will want to move to the left turn lanes (left of photo) to continue west through Bells Corners. There are no alternate routes through this part of the region. As part of the 1998 Cycling Facilities Improvement Program, the RMOC and Regional Cycling Advisory Group are

ation of a new parking lot on O'Connor Street, and the money was transferred to the Cycling Plan," on a motion by Alan Higdon. Brian Mackey did not support the motion. Council then approved transferring an additional \$50,000 from the reserve fund used to

pay for new vehicles for the City to the Cycling Plan, on a motion by Elizabeth Arnold. Brian Mackey and Karin Howard voted against this funding.

"The amount set aside still falls short of the funds required to implement the plan in accordance with the original timetable. Unfortunately, it would have been impossible to muster enough support for any additional funds," Emard-Chabot wrote one cy-

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Cycling improvement budgets survived another very tough round of budget debates this year, thanks to many CfSC members and cyclists who asked their city councillors for support.

On May 6, \$110,000 was approved for Ottawa's Comprehensive Cycling Plan (CCP) instead of \$0 recommended again by senior Engineering and Works staff. The Alternative Transportation

Planner and Ottawa Cycling Advisory Group members were told that the CCP funding was in the budget. Meanwhile, senior city staff were actually obliterating all references to a cycling program budget.

According to Councillor Stéphane Émard-Chabot, who rides a bike himself, "Council rejected City staff's recommendation to set aside \$60,000 for the cre-

1998 Regional Cycling Work Priorities Set

by Brett Delmage, CfSC representative to RCAG

The Regional Cycling Advisory Group planning committee has been busy planning the 1998 Cycling Facilities Improvement Program (CFIP) together with RMOC staff and consultants. The addition of \$200,000 funds makes it possible for greater progress to be made in 1998.

Planning work has entailed:

- Identifying cycling route problems across the region
- Identifying road paving and reconstruction projects that cycling improvements such as paved shoulders can piggyback on
- Checking for route improvements that will extend existing routes or connect gaps between existing routes
- Ensuring that cycling facilities have long-term potential (for example, paved shoulders are not added to roads that are going to be rebuilt and widened in the next 1-10

years)

- Seeking to solve cycling problems in all parts of the region.

Possible work includes:

- Line painting (widening outside lanes or creating bike lanes)
- Cycling route, *share the road* and *dogs must be leashed* signage
- Erecting *cyclist only* traffic signals and *cyclist exempt* signage

These top priorities for CFIP projects are being worked on now:

- \$100,000 of engineering work to design: a pathway connection from the CPR trail in Bells Corners to Fitzgerald Drive (which connects the route to the Moodie Drive bike lanes); improve the cyclist-hostile intersection between where Baseline Road bike lanes end at the Q-C

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CITIZENS FOR SAFE CYCLING NEWS



Graydon Patterson Volunteer of the month, April 1998

If you peek into any number of cycling committee meetings throughout the year where a lot of the work to improve cycling in Ottawa-Carleton actually takes place you'll frequently find Graydon Patterson actively contributing. He has been a reliable participant in the planning committees for the City of Ottawa and Regional cycling networks, constantly contributing new ideas and challenging other committee members to make progress; not an easy task at times. During the annual planning for CfSC's Cycling Safety and Promotion Program this winter, Graydon was a valuable and active participant. He brought his skills as an analyst for the Ottawa-

Price: \$2.00

CfSC Corporate Membership Benefits

- Free business card size ad in Chain Mail
- Tie in with regional promotion opportunities, Bike Week, Cycling Women, Kids Can-Bike Festivals
- Free cycling news bulletins and literature
- CfSC campaigns have lead to more than \$6 million spent on regional cycling improvements
- Enable CfSC to keep the pressure on local and regional government to use the monies allocated to cycling infrastructure
- CfSC education leads people to purchase accessories (bike lights, bells, etc)

All this for only \$50 a year!

Carleton Regional Police Service to bear on a complex and extensive program evaluation, and design and prioritization of the 1998 work plan. He used his skills and access to tools to produce a number of professional-quality structure charts to assist committee members with their understanding of program objectives and work areas. "Graydon always amazes us with his thoughtful analysis and fresh solutions to problems. If Graydon's on a project, you know it's moving forward," says CfSC's Cycling Safety and Promotion Program Co-ordinator, Gavin McPhail. In addition to planning new improvements to cycling routes, Graydon has critically reviewed detailed

plans and reports on road changes and policies that affect cyclists, on an almost monthly basis. Not one just to talk about bikes, Graydon commutes to work by bi-

cycle all year (except on the really icy days!) In the spring he teaches CAN-BIKE and is completing his CAN-BIKE II instructor certification. In addition he often volunteers his time teaching at Kids CAN-BIKE Festivals and reviewing and improving the CAN-BIKE curriculum. He is also working on a joint

CfSC CALENDAR

- 🚲 **Board Meeting**
Wed July 29th, 19 hr,
RMO
- 🚲 **ChainMail**
Editorial Deadline
Sun. August 14th
- 🚲 **Harvest Ride**
Sun. September 20th
- 🚲 **ChainMail**
Editorial Deadline
Sun. October 5th
- 🚲 **Annual General Meeting**
Friday November 13th

police/CFSC project to better educate cyclists on the rules of the road. Graydon is an articulate writer on cycling topics, and recently contributed an extensive article on winter cycling to the OBC newsletter and CfSC web site. He is a contributor in the CfSC newsgroup / e-mail list discussions, where he shares his unflappable, reasoned thoughts and helpful answers to people's questions. Thank you Graydon, for many jobs well-done to improve cycling! E-mail a thank-you or other note

1291 Wellington Street
3 blocks west of Holland Avenue • 729-3002

CfSC ANNUAL GENERAL MEETING Friday November 13th

Mark your calendars now with the date of CfSC's Annual General Meeting: Friday, November 13, 1998. A light potluck dinner will be held at 5:30 PM with the meeting to start at 7:00 PM.

CfSC ANNUAL PICNIC

It's time for the CfSC Annual Picnic All members, families and guests welcome!

Wednesday July 15, 6 - 9 p.m. no rain date

CfSC welcomes everyone to a new location for our annual picnic: Britannia Park and beach, in the west end of Ottawa on the shore of the Ottawa River. The park is easily accessible by recreational paths from the east (downtown and beyond) and west. On the road, take Caring Avenue or Pinecrest Road to where they meet and follow Greenview Road from this intersection down the hill to the park. The park is directly served by OC Transpo Route #18, and route 85 passes a 5 minute walk away on Carling Ave., at the south end of Greenview Drive. On the RMO Cyclist Guide Map the park is at the north half of grid E-4.

A propane barbecue and lemonade will be supplied by CfSC. You provide the food, Frisbees, balls, etc and good humour and smiles!

Come out and swap tales and good food with cyclists who share your interests. An informal *pot luck* has been organized in past years, with people sharing extra portions of what they brought with others for a tasty variety.

The proposal for next year is to picnic in a park in the eastern part of our region, giving everyone a chance to picnic in their *neighborhood* park or to visit a part of the region they haven't yet been to. So enjoy the Britannia beach CfSC picnic while you can For more info contact CfSC at 722-4454 or info@cfsc.ottawa.on.ca 🚲

DIRECTORS SPOTLIGHT: John Calvert

John Calvert joined the Board in



CfSC Director John Calvert welcomes cyclists to the CfSC first membership booth of the season. Thanks to Mountain Equipment Coop for hosting us.

November 1997 but, due to a previously planned 3 month trip to New Zealand, did not actually take up his duties until March of this year. Originally from New Brunswick, John has lived, bicycled and lobbied for cyclists in Kingston and Vancouver before finally figuring out what a great place to live Ottawa is. His previous experience includes conducting cycling advocacy projects in both those other cities. In 1993, he was briefly an employee of the City of Kingston as their Bicycle Facilities Co-ordinator. In Vancouver, he launched a successful series of cycling safety and maintenance courses offered through the City's community centres. He is currently serving as CfSC's Co-ordinator of Membership Services so watch for him at CfSC booths and information events and tell him what you think of our work on you, the member's, behalf 🚲



CfSC Bicycle Store Discount!

The following bicycle and general sports retail stores offer members of Citizens for Safe Cycling a 10% discount off parts and accessories, when you present your CfSC membership card. We encourage our members to patronize businesses that support CfSC. Let your dollars do your talking!

Cycle Power

1568 Merivale Rd, Nepean
226-3647

Fresh Air Experience

1291 Wellington St, Ottawa
729-3002

Full Cycle

1073 Bank St, Ottawa
730-2856

Full Cycle

409 St Laurent Blvd,
Ottawa www.fullcycleltd.com
741-2443

Kunstadt Sports

462 Hazeldean Road, Kanata
831-2059

Play It Again Sports

1679 Carling Ave, Ottawa
798-5000

Rebec and Kroes Cycle and Sport

1695 Bank St, Ottawa
521-3791

Sportable

413 MacKay St, Vanier
745-3444

Westboro Sports Centre

327 Richmond Rd, Ottawa
722-5363

Safety and Promotion Program Report

Ottawa second in Stats-Can study of bike commuting

By Gavin McPhail

Everyone knows that Ottawans love cycling and now we have more evidence to prove it. According to a Stats-Can study of commuting habits in Canadian cities, the percentage of bike trips to work in Ottawa-Hull is greater than in every city in Canada except for Victoria. However, if you think that all we need to be number one is Victoria's fair climate, look at the numbers: 4.9% of all trips to work in Victoria are made by bike, compared to 2.1% in Ottawa-Hull. Comparing ourselves to arch-rival Toronto is a bit more gratifying: only 0.8% of commuters bike to work in Hogtown.

CfSC promotes Sharing the Road with new TV PSA

Most cyclists have encountered some form of harassment from an irate motorist and road rage in general has become a major traffic safety issue. CfSC now has one more tool to promote tolerance and sharing the road between motorists and cyclists: a 30-second television public service announcement (PSA) that seeks to get all road users to think about others when driving or cycling. The PSA contrasts the same little girl riding a bike and driving a car. While the narrator asks the viewer to consider the perspective of the other, the cyclist grows bigger while the motorist shrinks. Then we are asked to *Be good to each other* and share the road.

Hyperactive Productions made the

video, which was made possible with a grant from Rogers' Communications Public Service Announcement Fund. If you see it on a local station, please let us know where and when!

Another year of classroom teaching

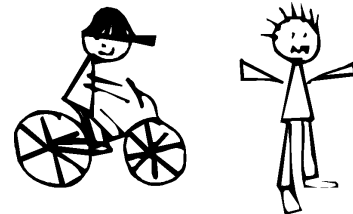
We finished off another hectic spring by giving in-class presentations on cycling safety to over 3,000 Grade 5 students in 40 schools this year. Rebecca Hopkins did an excellent job coordinating the program, booking the presentations and giving them when necessary. Our full-time instructor in the

schools for the past month was Pierre Bourgeois, who was hired through a summer student work program. Additional presentations were given by Adrienne Bouris.

Thanks to the programs sponsors who made it possible: the Regional Municipality of Ottawa-Carleton, Mountain Equipment Co-op, Ottawa Bicycle Club, and Human Resources Development Canada.

Upcoming events:

CAN-BIKE II course - weekend of July



CONGRATULATIONS OTTAWA CYCLING ADVISORY GROUP!

On June 29 the Ottawa Cycling Advisory Group (OCAG) celebrated its 100th meeting since it was established in 1990? (check) At that time representatives from CfSC and the OBC worked together with city staff to establish an official citizens' committee to help the city become more bicycle-friendly. (That process took over one year!)

In the 100 meetings since then, OCAG members have:

- conducted a survey of cyclists including their problems and travel pattern
- developed and started implementing a Comprehensive Cycling Plan
- prepared detailed reviews of cycling routes and barriers at the neighbourhood level
- reviewed most major city and regional projects that affect Ottawa cyclists
- designed improved bicycle parking and initiated innovate parking projects
- undertaken a pilot winter cycling improvement project
- participated in BIKE Weeks
- helped publish a brochure on cycling and the law
- reviewed and made recommendations on road maintenance
- lobbied councillors for funding for cycling time and time again and much, much more.

These accomplishments were acknowledged, in part, by Bicycling Magazine's selection of Ottawa as the 8th best city for cycling in North America in 1995.

Citizens for Safe Cycling extends our congratulations and thanks to the many volunteers who have worked as OCAG volunteers to improve cycling in Ottawa during the past eight years, including our three CfSC representatives who have made outstanding contributions: Alayne McGregor, Doug Gabelmann and Bruce Lowe (current) ♿



CfSC Fights Portage Bridge Bicycle Ban

The rebuilding of the Portage Bridge over the Ottawa River at the west end of downtown has made cycling unpleasant and possibly more dangerous for cyclists. The first week of the reconstruction in April appeared to be a week with a number of serious problems, including the NCC's plan to ban cyclists from using the roadway for *safety reasons* and to force cyclists to walk across the bridge on the sidewalk instead.

CfSC worked quickly the first week with the OBC to oppose a cycling ban on the bridge. CfSC VP John Kane was in the right place at the right time one morning, talking to cyclists on the bridge, when he met construction management staff. He obtained an invitation to the on-site project meeting, where the cyclist *problem* was discussed at

length.

Co-operation among the various players concerned with the reconstruction has led to a number of improvements to the situation. After meetings with CfSC, the Ottawa Bicycle Club and a cycle courier company the NCC took a number of steps that seemed to have a positive effect including clearly posting the speed limit to 40 km, and co-operating with cycling groups to distribute more accurate public information.

Citizens for Safe Cycling has received complaints about cyclists being harassed by automobile drivers, typically honking their horn at cyclists and passing unsafely. At the May Board meeting, CfSC member Heather Baser joined the Board for a discussion about

unsafe and unpleasant cycling conditions and possible solutions. Heather is a regular commuter on the bridge and a representative of cyclists at a workplace on the Hull side.

As a result, we asked the RCMP traffic division to carry out some additional enforcement activities on the Portage Bridge, especially in the off-peak hours, to enforce the speed limit of 40 km/h and to protect cyclists from harassment. It is particularly important to target speeding motor vehicles, because they have considerable potential to harm others, whether pedestrians, cyclists, construction workers or other drivers.

At the time of writing, CfSC is monitoring the situation to see if the RCMP has been able to effectively improve the situation 🚲

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Champlain Bridge imbroglio

contravenes a number of national, provincial and regional design standards and guidelines for proper and safe bicycle facilities.

Earlier the NCC stated in a letter that it would not allow cyclist traffic to use the sidewalk on the Portage bridge during reconstruction because of the low railings and safety concerns. The physical risk is even worse on the NCC's proposed route for Champlain, for here, we will have two way pedestrian traffic and two way cycling traffic all occupying a 1.5 metre space and with low railings between the sidewalk and the river on one side and low jersey barriers between the sidewalk and nar-

row traffic lanes on the other. A quick check of three mountain bikes showed that handlebars are approximately 60 cm in length. Thus if two mountain bikes were to pass on this sidewalk, the total available buffer space would be 30 cm. Cyclists might want to consider crash helmets and life jackets!

CfSC, the Ottawa Bike Club and Ottawalk all pointed out that this proposed cycling and pedestrian path was dangerous and unacceptable. The following solutions were proposed: 1) Add a temporary cantilevered (wooden) structure on the west side of the bridge to accommodate cyclists. 2) Widen the west sidewalk. 3) Operate a one way system for motor vehicles in the predominant direction to free up space for roadway sharing. 4) Cyclists use the

roadway with a 30 km/h speed limit enforced by radar.

Following the meeting CfSC requested the RMOC to express concerns to the NCC about the lack of safe and practical access for cyclists. The NCC's proposed measures would discourage cycling and walking trips, in contravention of the RMOC's Official Plan targets to increase walking and cycling trips. At the time of writing this we are waiting for Bob Lewis of the NCC to respond to our request for more acceptable proposals.

Updated information about Portage Bridge access for cyclists is available on CfSC's web site at www.cfsc.ottawa.on.ca and in the CfSC newsgroup / mail list. E-mail us at info@cfsc.ottawa.on.ca if you would like more information 🚲

New Bike Makes Commuting By Bus Easier

by Brett Delmage

Unlike progressive transit systems throughout the world, OC Transpo has been slow to effectively integrate bicycle and bus travel, both to serve residents better and to attract new passengers. There have been one or two notable exceptions; for example, the covered bicycle parking at Greenboro Station near the South Keys Shopping Centre. But largely, bike parking is unsheltered from the weather, no secure bicycle lockers are available and there are no bike racks on buses to allow you to bring your bike with you on a trip.

Chain Mail has published stories over the last 6 years about the potential of bringing your bike with you on an OC Transpo trip. Two years ago a pilot project to put bike racks on route 97 Transitway buses was being studied but some regional councillors killed the small amount of regional TEAP funding (<\$20,000) for the project. OC Transpo refused to pursue the pilot with its own funding.

Because OC Transpo is unable to move but I still need to, I adopted a *stealth bike* this spring. It's a way to make efficient trips using the best of cycling and busing.

While 99.9 percent of the time a Transpo bus driver will stop you dead at his door if you try to bring a bicycle on, my *stealth bike* easily sneaks onto a Transpo bus in its anti-reflective, radar-absorbing, black nylon bag, right past the bus driver's eyes.

Fortunately this bike is no longer classified as Secret, so I am free to share details with you here. My *stealth bike* is a *Bike Friday* from Eugene, Oregon. It is designed for

easy folding above the bottom bracket, with one quick-release lever. The steering tube and stem also remove with a quick release to make a compact and flatter package. I have to admit that the thought of *quick release steering* made me nervous initially, but my face is still free of road rash.

After a little practice I found I could dismount my bike and fold it into its nylon carrying case in less than 1 minute—especially when the bus I wished to



The "stealth bag" is almost invisible as it passes by the bus driver



The *Bike Friday* is folded into its "stealth bag" in preparation for carrying

board was rapidly approaching! The nylon carrying bag is light and takes less than one-third of the space in my pannier when folded.

Sixteen-inch wheels mean the bike is smaller when folded and lighter to carry. But tires are high pressure (100 psi) and have little rolling resistance. The bike

actually rides very fast and feels very good. Of course, the comfort may be because each bike is custom-built to the

rider's measurements! In my case Doug Gabelmann at the Bike Stop took careful measurements and sent the order to Bike Friday.

The bike has an unusual Sachs 3x7 gearing, with a 3 speed internal hub gear and a 7-cog derailleur. Shifting is controlled by the grip-shifts on the flat bars on my bike, but you can also order drop handlebars with Shimano STI shifters. The standard V-brakes are responsive and stop well. I ordered the sturdy Blackburn rack, which will carry a full load of heavy papers in my panniers.

I've used this bike for more than 30 trips on OC Transpo this year. Not once have I been stopped or harassed by a bus driver, although I have frequently boarded while wearing my bike helmet and carrying my panniers. But while the photo for this story was being taken the OC Transpo driver drove right by my photographer and me at the stop, even as we waved frantically as he approached but didn't slow down. Apparently he was miffed that I did not walk down the block to board, where he was stopped behind traffic. I expected him to stop by the bus shelter where I was standing. How ignorant of me!

After actually boarding a bus I haven't had a problem leaning my bike against a large seat in which I sat, but the buses I have taken are not very full. The bike takes less space than a stroller and can be carried out the back door. It's a natural fit with OC Transpo's new low-floor buses and wheelchair / storage space.

The Bike Friday makes travelling to and from my workplace more fun and practical. Now I can take buses quickly out to Kanata where I unpack the bike and quickly ride the final 3 km (of 20 km total) to my workplace. By eliminating transfers and long waits between buses the Bike Friday takes most of the misery out of using OC Transpo. Now I only need to use bus routes that travel a long distance faster than I can on the bike. When I am too tired to

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Daphne Hope
Alt. Transportation Planner

Department of Engineering and Works
111 Sussex Drive, Ottawa, Ontario K1N 5A1

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Harvest Ride

everybody to be involved in cycling together. The first ever Harvest Ride is the ideal event to build civic pride. By accelerating funds for CfSC, the outcome of the Harvest Ride will lead to more demands to improve cycling relations and conditions throughout the region. We can all be crusaders by taking a stand right now. The Harvest Ride is a bicycle rally uniting all cyclists regardless of age, ability, and experience. There will be a variety of bicycles in full force, including tandems and hand-cranked bicycles. We have tours of 15, 35, & 100 kilometres to suit your particular style. Our western escape tours begin at Newbridge in Kanata and travels through the surrounding country roads. It's two-wheeled social friendly fun at its best, complete with a bar-b-que and luxurious prizes. We chose Sunday, September 20th as the date in order to cherish the beauty of riding during autumn. Not only do we need cyclists, there's also a need to ignite a volunteer explosion. There are several ways to get involved. It's an incredible opportunity to appreciate what CFSC does for you.

You can reach me at: 798-1480 or fred@cfsc.ottawa.on.ca 🚲

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Stealth Bike

cycle all 20 km to work I have an option, and a chance to catch up on some reading while on the bus. When it turns out to be really great weather I can ride all the way home.

In May I had to leave from work mid-afternoon to speak to Ottawa City Council in support of the cycling budget. This trip is about 25 km and normally I would take a \$35 taxi trip to get there reliably and quickly (I do not own

RMOC Cycling Budget Doubles on a Squeaker

On *lucky* May 13, RMOC Council supported a recommendation to double the Cycling Facilities Improvement Program (CFIP) budget from \$180,000 to \$380,000. The extra funds were added on a Transportation Committee recommendation moved by Chair

and Somerset Ward Councillor Diane Holmes. CfSC president Brett Delmage spoke in support of the increased funding.

Voting against the funds to improve cycling on regional roads were Councillors McGoldrick-Larsen, van den Ham, Bellemare, Cantin, Hume, Hill, Stewart, Hunter and Beamish.

Councillors Holmes, Meilleur, Kreling, Legendre, Davis, Munter, Byrne, Loney, Doucet and Chair Chiarelli supported the additional CFIP funds.

An additional \$250,000 (for a total of \$390,000) for traffic calming on regional roads to slow down speeding motor vehicles was approved. Councillors McGoldrick-Larsen, van den Ham, Holmes, Bellemare, Hume, Meilleur, Kreling, Hill, Legendre, Stewart, Davis, Munter, Byrne, Loney, Doucet, and Chair Chiarelli voted in favour, and Councillors Cantin, Hunter, and Beamish voted against. Several previous motions to increase the amount to \$1 million failed.

a car). But this time I simply cycled to the Kanata Transitway stop, packed the bike, and took the #97 bus relatively quickly to the Rideau Centre, then cycled the last 8 minutes to City Hall. The bus trip even gave me a chance to review my presentation.

By the time of my presentation (3:20 PM) the Councillor needed a bit of a break... but you would too after listening to the public plead for a favourite city service or tax cut for 6 hours. I unzipped the stealth bike and told a story of how cycling combined with public transit was a practical transportation choice, even for busy people like them and me. At this point I had their

Transportation Committee and Council approved the \$38,000 for the Regional Cycling Safety and Promotion Program as part of the overall Transportation Operating budget, with no discussion. Department staff again told councillors that the program was "great value" for taxpayers money. CfSC Director Alayne McGregor and Gavin MacPhail made a colourful presentation to Transportation Committee on the program's achievements for the last year and goals for this year.

By comparison, the Transportation Department's total operating budget for 1998 is \$52 Million. The budget for expanding and building new roads is \$24 Million; another \$14 Million will be spent to maintain bridges and roads and \$9 Million will be spent on operational and safety improvements.

CfSC thanks everyone who took time to contact their regional councillor for support for cycling, road maintenance and traffic calming budgets 🚲

renewed attention and continued with the pitch for the cycling (CCP) budget.

Bike Friday isn't for everyone. For one thing it's relatively expensive. But if

(Continued on page 11)

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REGIONAL CYCLING ADVISORY GROUP NOTES

by Brett Delmage

Public participation in regional cycling projects

Following my comments in the spring issue about the value of greater public participation in cycling projects, I have tried to increase the timely information available about proposed regional cycling projects and opportunity for input from individual cyclists before decisions are made. In May, I posted requests for comments on cycling and road (utility) cuts that affect cyclists; and on the 1998 draft Cycling Facilities Improvement Program in the CfSC mail list / newsgroup. A number of valuable comments were received.

Information about upcoming RCAG meetings, and the Regional Cycling Advisory Group projects including CFIP, are now posted on the CfSC web site (<http://www.cfsc.ottawa.on.ca>) and are updated regularly.

I will continue to seek your feedback and suggestions, especially via the CfSC newsgroup, which is the least costly and most efficient communications tool I have access to as a volunteer. If you are not online already or do not have e-mail and would like to, contact me about how to get a FreeNet account. Even an old 286 computer is

sufficient for participating in the CfSC mail list / newsgroup.

Dangerous dogs detained

There has been a lot of news in the past two months about loose dogs seriously injuring children. Loose dogs are not cyclists' best friends either. They are known to cause a large number of serious bicycle crashes.

Thanks goes to Harvey Dorman in RMO Transportation, who had signs erected on the CPR trail that state that dogs must be leashed. Kanata residents walk their dogs along this route and loose ones were endangering cyclists. In my experience, the signs have worked well to make this route more safe and pleasant to travel on.

It may not be as *visible* a cycling improvement as painting a bike lane, but it's a real improvement. Statistics show that up to 1/6 of cycling crashes are caused by dogs.

Do it right... or not at all

Bike lanes were recently added to the growing Bronson Avenue *expressway* near Carleton University. It was with much dismay and aggravation that Bruce Lowe and I found that the northbound lane was twice painted to the right of right-turn only lanes, at Sunnyside, and the Bronson Bridge. Of course this is a dangerous and inappropriate design that cannot be found in any bicycle facility design guideline or standard. It should even defy common sense.

RMO road engineers would never



RMO Transportation recently erected signs to help control dangerous, loose dogs on the abandoned CPR bikeway between Bells

Fred Perel wins June Membership Prize Draw!

Fred Perel is the winner of the June Prize Draw for new and referred members. Congratulations Fred. Watch for more winners in the next *ChainMail*.

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ERRATA

The name of the author of the letter to the editor that appeared on page 11 of the previous (Spring 1998) issue of Chain Mail, about CfSC's bike lane policy was missing. The letter writer was Avery Burdett.

CfSC's response was also missing. It follows:

CfSC Responds

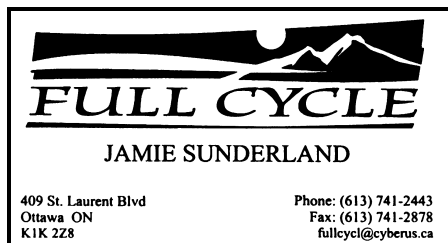
CfSC's Board carefully examined all comments on the proposed bike lane policy. The policy was not adopted to be popular, but rather to respond to a number of new bike lanes which were found to be dangerous or poorly engineered. While some disagree with our policy because they consider bike lanes inherently dangerous, the Board concluded that bike lanes are appropriate for certain specific design problems, and when properly designed and built.

Our policy states "CfSC supports ongoing research into the effects of bike lanes on the safety and operation of cyclist traffic" because the answers are not known. We welcome any new research that members bring to our attention.

The implication that the CfSC policy is the same as that of the Toronto City Cycling Committee is untrue. The TCCC is substantially more in favour of bike lanes.

Avery, thanks for your ongoing support and comments.

(CfSC's policies are posted at <http://www.cfsc.ottawa.on.ca/>)



Membership Drive

(Continued from page 1)

entered in the monthly draws is entered in the fabulous grand prize draw. Once again, the more new members you bring to CfSC, the more chances you will have to win. What a deal!

To get you started, look for a copy of the CfSC brochure / membership application included with your *Chain Mail*. Be sure to enter your name in the *How did you hear about CfSC* part of the form to ensure that you get credit for the new member.

Another way to help sign up new members is to volunteer at one of our Advocacy information booth. Recent Membership Committee outings include attending an event organized by the Ottawa Carleton Safety Council at Sportable and our own information booth at Mountain Equipment Co-op. Half a dozen new members signed up at MEC alone, so the 1998 Drive is off to an excellent start. Now all we need are few more members out in Barrhaven...

To be fair, current members of the Board of Directors or staff of CfSC and their immediate family are not eligible for the prize draws. Also, new members who refer themselves but who were members of CfSC during the prior 2 years are not eligible on the self-referral. If this sounds complicated, call the CfSC Advocacy line at 722-4454.

Happy cycling this summer and we

Stealth Bike

(Continued from page 9)

you are looking for another transportation choice so you can finally get rid of your car or avoid those troublesome trips on OC Transpo it will complement your regular bike (a recumbent, I hope!), taxi and OC Transpo Transitway service very well. It's also a great bike to take on the bus, train or plane when you travel.

Bike Friday has a web site with at www.bikefriday.com.

Locally, Bike Stop sells Bike Fridays and usually has one on display. Brett can be contacted at Brett@CfSC.Ottawa.on.ca

(Continued from page 3)

Hospital to Richmond Road (on the 416 overpass); widen curb lanes or add bike lanes on Montreal Road from Ogilvie to Greens Creek; and extend the paved shoulders on Fal-lowfield Drive north of Barrhaven;

Cycling Work Priorities

extending bike lanes on Ogilvie Road, from Montreal Road to Blair

- Stonedust extension of the CPR trail from the Richmond Road overpass to the Fitzgerald connection, and paving of the connection
- Actual paving of shoulders on Fal-lowfield, from the train tracks to Greenbank on the north side and to Holitman on the south side

The approximately \$100,000 remaining in the CFIP budget is likely to be applied to numerous projects that have been identified within Ottawa by the initiative of OCAG members.

\$110,000 Ottawa Cycling Plan

(Continued from page 3)

clist who asked for his support.

The CCP had previously been funded at \$150K per year. However City staff reported to Council in March 1998 that they had only spent \$310,000 of the \$600,000 approved since 1994. It would appear that city staff are very determined to avoid doing anything to improve cycling, even when their elected bosses override their \$0 budget recommendations year after year.

No specific funding for traffic calming projects was approved.

CfSC president Brett Delmage made an official presentation to City Council in support of the cycling and traffic calming budgets. He spoke about how greater use of bicycle transportation helped the city to control costs; attract new businesses, residents and tourists; preserve neighbourhoods and reduce CO2 emissions.

The staff report including the budget summary and the status of all CCP projects can be viewed on the CfSC web site at www.cfsc.ottawa.on.ca/routes/

Membership Form

The Nepean Cycling Network

By Henry Starzynski

The *Nepean Cycling Network* continues to expand. This season is shaping up to be an excellent year to cycle, and improvements in the *Nepean Cycling Network* will make cycling even more enjoyable this year.

In the Bayshore area, residents will have noticed a new bridge installed on a pathway from the new community centre back in February. Expected to be completed in mid-June, this bridge will complete a pathway from Bayshore Dr. to Acres Road, and will provide quite a time savings for cyclist in that area.

In the Craig Henry/Trend Arlington community, a reroute of the former pathway which ran through a forested area, has been completed. This reroute moved the path to the opposite side of

the ravine, eliminating blind curves and poor sight lines.

Certainly a busy area is in the neighbourhood of Algonquin College (Woodroffe Campus). A new temporary stonedust connection to Navaho will be completed this spring, which will provide another quick and easy route for cyclists. Navaho Drive has been widened, as part of the Home Depot development last year. This too provides cyclists with another route in this area.

A new connection will complete at the end of May between Baseline Road and Cedarview Road, through the Queensway-Carleton Hospital grounds. This will move cyclists through this busy area much quicker.

Some projects will not complete until the fall. These include a line from Birchdale

to the NCC Ottawa River pathway (September) and rebuilding of the existing recreational pathway in Tanglewood, past the Ontario Hydro substation. This is expected to be complete by mid-October. In Barrhaven, a path linking Knollsbrook and Longfields communities via the Holitman Drive railway underpass is expected to be completed later this year, as part of the development of the new Catholic High School being build in Barrhaven.

Henry Starzynski is Chair of the Nepean Cycling Committee and a CfSC CAN-BIKE cycling skills instructor.