

CHAIN MAIL

The Newsletter of Citizens for Safe Cycling
Volume 28 Issue 3 – Fall 2012

MacDonald-Cartier Bridge changes are coming

As briefly reported in our previous issue, the biggest bridge between Ottawa and Gatineau will require major refurbishment over the next several years to maintain the structure and to bring it up to code for safety.



Photo: Clarke/CfSC

Cyclists riding on the Macdonald-Cartier Bridge's sidewalks are still a common sight, despite recent signage prohibiting that activity.

Citizens for Safe Cycling is pleased that the federal department in charge of the bridge, Public Works and Government Services Canada (PWGSC), has reached out to the cycling community for input on the upcoming work. The plan does not involve widening the deck, and so opinions were sought on which side to configure a multi-use path. There is not enough space to make a standard 3-m bidirectional pathway on both sides of the bridge.



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PWGSC issued a [survey](#) to ask which of four options for sidewalk and multi-use path implementation was preferred. Citizens for Safe Cycling responded that having the multi-use pathway on the north side of the bridge (i.e. adjacent to motor traffic headed to Gatineau) would enable better connections for cyclists at the two ends.

One of the safety aspects to be addressed in the structure refurbishment is to make the barriers comply with the Canadian Highways Bridge Design Code. So, to those of you who are riding on the sidewalk now: the barrier wall between you and the river may not keep you from going over the edge! ♦

RCAC falls victim to city re-org

The Roads and Cycling Advisory Committee (RCAC) is no more. This citizen advisory committee was one of many that were eliminated by recent Ottawa City Council decision. On September 12, Council passed a motion forwarded jointly by the Governance Renewal Subcommittee and the Finance and Economic Development Committee (FEDCO) to re-organize things and create just five advisory groups in place of the current fifteen. This "renewal" was described as one of the priorities of this term of Council.

The new structure has really only one committee with a connection to transportation cycling. The newly created Environmental Stewardship Advisory Committee will take on some of the mandate of RCAC and PTAC, the Pedestrian and Transit Advisory Committee. While there will also be an Arts, Culture, Heritage and Recreation Advisory Committee, cycling would not receive much attention, based on experience with the previous Parks and Recreation Advisory Committee.

(Continued: p.2 'RCAC')

Chain Mail is published by Citizens for Safe Cycling ("CfSC"), the non-profit association that promotes cycling as a viable means of transportation in Ottawa by advocating:

- Acceptance of the responsible cyclist as a legitimate road user.
- Education of all cyclists to improved riding and traffic skills 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 that both author and source credits are given.

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The 2011-2012 board of directors of CfSC is composed of:

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This issue contains hyperlinks that may be followed when viewing the PDF version on the safecycling.ca website.

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RCAC ...(continued from p.1)



Michael Powell



Tom Trottier

Photos: Clarke/CfSC

Tom Trottier, our representative on RCAC since 2010 and also a past president of Citizens for Safe Cycling, expressed concerns that any sort of transportation advisory body was conspicuously absent from the new structure. "Cycling is not purely an environmental issue," he told *Chain Mail*. He further said he could "see why they want to clean house", but disagreed with the ultimate way it was done.

In a written submission to FEDCO prior to the joint report of the committees being raised to full council, Michael Powell, the chair of RCAC, stated: *We are concerned that cycling and pedestrian issues are being included only in the Environmental Stewardship Advisory Committee. While they are certainly more environmentally sustainable choices in the long term, the city has been better served in recent years by thinking of them as part of a comprehensive transportation strategy. Put another way: we should make it easier for people to walk and bicycle throughout the city because it is often a more effective way to travel, faster and cheaper for both user and city, than other methods. Given that there will be fewer people on fewer committees meeting less often, we worry that this important perspective might get lost.*

The city is now inviting applications from members of the public to sit on the new committees, which will begin meeting in early 2013. Persons interested will find information on the city website (link at bottom). The deadline for applications is Thursday October 18, 2012. ♦

More information at:

http://ottawa.ca/en/city_hall/volunteerservices/volunteer_ottawa/advisory/

CfSC President's message

By Hans Moor

EMC/Metroland's bike adventures set an example

The press in Ottawa is important to Citizens for Safe Cycling in spreading our word about cycling throughout the wider community. I would say that 90% of the reporters and columnists view cycling favourably, with the odd columnist writing a sometimes poorly researched item about some issue that they don't like. They are hired to stir emotions and so that is what they do. Usually, there are a few comments in the section underneath the website version of the article for a day or two, and then life moves on again. *The Ottawa Citizen* and *The Ottawa Sun* are battling it out, but right up the middle comes Metroland Media with its *EMC* newspapers.

Recently, *EMC* ran a series of articles about commuting into town by bike. Their reporter Laura Muller tweeted a request to speak with commuter cyclists and got an overwhelming response. Eventually, the newspaper put four articles together, describing four reporters who cycled into town, from the suburbs. They described their research on the best route, about getting lost at confusing intersections or missing hidden paths and, ultimately, how they were surprised to see there was already so much bike infrastructure in place. Their routes did not always end up being the shortest ones they could have taken, but they generally enjoyed their rides into town. Granted, the distances were longer than an average commuter would cycle, but it was good to see that these four actually ventured out and checked the cycling conditions instead of bitching about a non-issue like the new bike box, the Laurier bike lanes or irresponsible cyclists.

Metroland's *EMC* newspapers are delivered free to households across the region and, hence, to many people who are probably not subscribed to the two paid dailies. In so doing, these papers cover an audience that we as a cycling organisation could scarcely hope to reach on our own.

Personally, I think that writing angry columns are ultimately putting people off. Metroland opts for a constructive approach to new community development like cycling and they are to be applauded for it. Stirring up emotions for the sake of selling

newspapers is not going to work in the end, as the sales numbers show. I think newspapers should lead by example, critical where necessary, but constructive if deserved.



President Hans Moor distributes CfSC bicycle seat covers as tokens of appreciation to the panelists at our 'Lessons from Velo City Global 2012' session on August 9.

Photo: Clarke/CfSC

By the time that you read this we are likely very close to hitting the half-million bike trips mark on the Laurier Segregated Bike Lanes. That is only a fraction of the thousands of bike trips made in the city every day. I just returned from Calgary and once you have been there for a few days and you come back, you realise how much of a cycling city we have become. In Calgary, I hardly saw a cyclist. We are on the right track. Let's hope for a warm autumn. ♦

DISCOUNTS FOR CfSC MEMBERS

Bicycle shops that offer discounts to CfSC members:

NOTE: "P&A" means bike parts and accessories.

Bushtukah	10% off P&A and clothes
Fresh Air Experience	10% off P&A and clothes, and 5% off bikes
Full Cycle	10% off P&A
Joe Mamma Urban Cycles	10% off P&A
Kunstadt Sports	10% off P&A and clothes
McCrank's Cycles	10% off P&A
Orleans Cycles	10% off P&A
Rebec and Kroes	10% off P&A and clothes
Tall Tree Cycles	10% off P&A
The Cyclery	10% off P&A
Tommy and Lefebvre	10% off accessories and clothes

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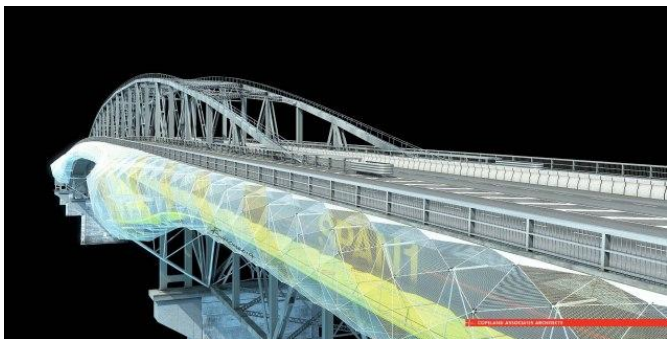
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Crossing the Ottawa River:

'Push the envelope' for design of bridges between Ontario and Quebec? *by Nancy Biggs*

Public Works is planning to rehabilitate the Macdonald-Cartier Bridge in 2014-15 with a seismic retrofit of the bridge and replacement of the exterior railings and sidewalks and barrier walls. (See <http://www.tpsgc-pwgsc.gc.ca/biens-property/prspmc-srpbmc-eng.html#vf3>.)

Currently the sidewalks do not permit the use of bicycle traffic as they do not meet code.



Architectural rendering of proposed Auckland, NZ, bridge addition called SkyPath.

Image credit: getacross.org.nz (with permission).

However, if you think cyclists have it bad here, consider the people in Auckland, NZ, as only motor vehicles are allowed across the Auckland Harbour Bridge. Cycle Action Auckland petitioned Parliament to request walking and cycling access. They engaged architects to work on a design and came up with the 'SkyPath'. SkyPath is a 'clip-on' walkway/cycleway providing a high-quality walking and cycling experience, with observational decks providing views over the city and harbour and special lighting effects to illuminate the city at night.

What a fantastic way to cross the harbour! Wouldn't it be incredible if pedestrians and cyclists were able to cross the Macdonald-Cartier Bridge in a 'SkyPath'? It would be excellent in summer and winter, providing a link with the pathways, boardwalks and bike lanes on both sides of the Ottawa River and a fantastic loop for tourists with the Alexandra Bridge providing great views of the National Gallery, the Museum of Civilization, and the Parliament Buildings.

The Macdonald-Cartier Bridge was officially opened in October 1965 by Prime Minister Lester B. Pearson.

In the future, there will be another bridge built across the Ottawa River to take the major truck traffic away from the centre of Ottawa. The Reichsbrücke Bridge, crossing over the Danube in Vienna, is amazing! It is a hollow box cantilever bridge with a double deck. It carries six lanes of traffic on top, enclosed train tracks underneath and two foot paths and cycle paths beside the enclosed rail. Wouldn't bridges like these be wonderful in our Nation's Capital! Let's think 'outside the box' or 'under the bridge'. ♦

Sharrows for Hintonburg

In September, sharrow markings were painted on the inner lanes of Wellington Street West through Hintonburg. Unlike the first sharrows that graced city streets (on Lyon), these ones are almost all centred in the lane.

The new paint treatment has been applied in both directions between Holland Avenue and Garland Street. The stencil (a bike and two chevrons) appears at the start of every block.



Temporary signboard placed by the city explains the use of sharrows.

Photo: Clarke/CfSC

During the recent renovation of this stretch of Wellington West, the sidewalks were widened and the total road width was decreased. There are parking bays occupying most of the outer lane on both sides, as this is a popular commercial strip. The inner lanes are not wide enough to enable side-by-side sharing of those lanes between bikes and cars. The sharrow positions reflect this: they encourage cyclists to take the lane and, in so doing, avoid being doored by motorists parked in the outer lanes.

There is still the parallel cycling route, about a block away on Armstrong Street, for those cyclists who may wish to avoid the shopping district all together. ♦

Interest grows for crossing Ottawa locks in the off-season



Does your commute or recreational ride include crossing the Rideau Canal at its outlet to the Ottawa River? Perhaps the journey involves a combination of the Ottawa River Pathway behind Parliament Hill and points on the east side of the Canal, such as the ByWard Market, Sussex Drive, or the Alexandra Bridge/Gatineau. If so, maybe you have found it convenient to take the shortcut across the lock gates down by the river.



Lock 2 is in the foreground and Lock 1 is adjacent to the Ottawa River. Note the multi-use pathway leading to the special gates between these locks.

The flight of locks—eight in all—that forms the Ottawa Locks is located north of Wellington Street. The locks gates are typically closed during the summer boating season, except when vessels are passing from one lock to another. The top of each pair of gates has a gangway with railings that cyclists, runners, and pedestrians can use to get from one side of the waterway to the other. One pair of gates, separating Locks 1 and 2 (the former being the nearest lock to the Ottawa River), has been specially fitted with a wider gangway to give more space for people to get across. This is handy when

you are pushing a bike beside you. There are also two steps at the outer ends of these gates to ease climbing onto the gangway. Paved, multi-use pathway leads to both ends of these gates.

However, what do you do when the Canal boating season is closed, from mid-October to mid-May? During this time, all the gates except for the upstream end of Lock 8 are left in the open position, meaning the handy shortcut by the river is gone. Crossing requires a long detour involving an ascent to the uppermost lock beneath the Plaza Bridge, or additional stair climbing onto the bridge itself.

Ottawa resident Pedro London is mounting a campaign to keep the special gates closed for as much of the year as possible. London, who has lived in the city for 40 years and gets around without a car, sees no reason why so many potential users should be inconvenienced for more than half of the year. Parks Canada, which operates the Rideau Canal, has replied that the lock gates need to be kept open to prevent them from being damaged by heaving and thrusting of ice, especially during break-up in early spring. The counter argument to this was: how can these gates, being some distance away from the river, be subject to strong forces of ice movement?

The Canal closes to boat traffic on October 10 this year. However, budget cuts at Parks Canada could mean a shorter operating season in 2013, creating a longer time when we will be without the shortcut, unless some agreement can be reached. *Chain Mail* will monitor the dialogue as it continues. ♦

New facilities: Wellington Street at Portage Bridge



Segregated westbound bike lane and cyclist dismount area for using crosswalks. Cooperative project of City and NCC.

All photos this page: Clarke/CfSC

New 'Top 10' biking problems list forms part of CfSC's Report Card on Bicycling

In early summer, Citizens for Safe Cycling published its first annual report on the state of cycling in Ottawa: the 'Ottawa 2011 Report on Bicycling'. We invite everyone to check it out: <http://www.safecycling.ca/images/pdfs/CfSC2011ReportCardFinal.pdf>

The document outlines the major cycling-related developments that took place in Ottawa in 2011, highlighting what had been improved since 2010, celebrating new projects and expanded initiatives, and noting the areas that should still be improved to promote cycling safety and accessibility going forward.

The report represents the evolution of an idea that started with the 'Top 10 Problems' lists. In 2010, Citizens for Safe Cycling released a pair of Top 10 lists to explain infrastructure problems that needed attention for the safety and comfort of people cycling in Ottawa. Both large problems and minor fixes were identified. The Ottawa 2011 Report Card on Bicycling is a follow-up to show what has changed and to note new problems that need attention.

Here are the Top 10 new problems from the report, not in any order of priority:

Traffic signals

There are several deficiencies in the existing arrangement of traffic signals. An example is where the NCC Experimental Farm Pathway crosses Maitland Avenue. The signal cycle may require waiting three minutes, irrespective of the amount of traffic on Maitland. The result is that most cyclists won't bother waiting for the light.

A more general problem is that loop-triggered traffic signals sometimes don't work, and they give no immediate confirmation of being activated. Because riding over the sensor provides no feedback, cyclists are often left wondering whether or not the signal has been triggered. Combined with slow cycle times, cyclists will assume they haven't been registered and will 'run the light'. The implementation of a feedback mechanism – such as the flashing light and 'beep' that confirms a pedestrian has triggered a traffic signal – would be a positive step toward increasing safe cycling behavior.

O'Connor Street and Catherine Street

Southbound on O'Connor Street, the two right-hand lanes are formed for the 417 on-ramp and Catherine Street westbound. This creates a problem for cyclists who must shift over two lanes in fast-moving

traffic to continue southbound. A marked route for these cyclists should be implemented. The southbound bike lane should also continue smoothly under the 417 and then onwards to the Glebe instead of abruptly merging with the raised pathway under the 417. There's also no way to ride northbound under the 417 without detouring east to Metcalfe Street via Isabella. The traffic on Isabella is very heavy with vehicles leaving and entering the 417.

Laurier connector (east end)



Photo: Clarke/CfSC

The Laurier Avenue West segregated bicycle lane (SBL) has connection problems to the east. There should be room to continue a bicycle lane on both sides of Laurier at least over the Laurier Bridge. This has been identified as part of the east/west cycling corridor.

Laurier connector (west end)

An important connection to the west of the Laurier Avenue West SBLs is to the Ottawa River Pathway and Scott Street near Lebreton Flats. The escarpment makes some of this difficult. Connections to the west of Laurier should be established so that cyclists traveling east-west along Scott St, the river pathway, and Somerset St. W can connect with the Laurier SBL to travel through downtown.

Expand and replace bike parking

Parking meters have been a last resort when no better bicycle parking can be found. The city's changeover to Pay-and-Display now forces the issue that there needs to be predictable bicycle parking found, particularly near retail and institutional addresses. The creation in 2012 of www.parkmybike.ca may help highlight those areas with particularly poor bike parking facilities.

Bank Street near Billings Bridge

This area is a confluence of the traffic for a shopping centre, the Transitway and two busy roads (Bank Street and Riverside Drive). A particularly difficult part is the southbound route along Bank, which has several intersections in short succession. The lack of a continuous bike lane makes it unclear to drivers that there are cyclists nearby. This location is the site of the highest number of bike-car collisions in the city of Ottawa. The planned painting of sharrows on Billings Bridge may lead to a modest improvement in the ability of cyclists and motorists to position themselves safely in the busy traffic at this location.

Baseline Transitway station

Due to the modifications to the station for future LRT use, it is not possible to legally cycle in the east-west direction across the Transitway. The new parts of College Avenue and Navaho Drive on the west side of Woodroffe Avenue are restricted for bus use only. In order to connect from Algonquin College or the Woodroffe bike lanes to the adjacent multi-use pathway network a cyclist must walk her bicycle on the sidewalks.

Reopen pathway in King Edward corridor adjacent to Lester B. Pearson Building

Public Works and Government Services Canada closed the pathway that safely took cyclists from the MacDonald-Cartier Bridge and passing under Sussex Drive to the Pearson building's bike parking and on-ward to Union Street and the Minto Bridges across the Rideau River. This has removed a good link between Gatineau and the New Edinburgh, Vanier, and Overbrook communities. Cyclists are now directed onto an alternative route that is challenging and unpleasant due to heavy bus traffic in a shared bus-cycle lane.

Byron-Tyndall-Gladstone connection

Byron Avenue and Gladstone Avenue form a popular east-west corridor for cyclists traveling between Woodroffe Avenue and downtown. This route has a major interruption between Holland Avenue and Parkdale Avenue where Byron and Gladstone, respectively, terminate. Between Holland and Parkdale, cyclists are required to jog up to Tyndall Avenue – a small residential street – and then try to reconnect with the corridor on the other side of the interruption. The lack of supportive traffic signals

to allow cyclists and pedestrians to cross Parkdale and Holland at Tyndall/Gladstone/Byron make the transition quite challenging and dangerous. In 2012, the City will undertake the Byron-Tyndall-Gladstone Cycling Corridor Improvement Study, which may result in recommendations to improve this connection for cyclists.

Snow clearing



Photo: Clarke/CfSC

There are an increasing number of cyclists who ride in the winter, but there's also a potential of many more. The most common reason cyclists stop riding in the winter is because of snow and ice accumulation. A pilot project could involve a small number of downtown routes and would clear snow early and suitably on specific routes. The creation of a 'White Route' of bike facilities that would be maintained at priority level during the winter was proposed in September 2011 by the City's Roads and Cycling Advisory Committee (RCAC).

[Ed's note: many thanks to CfSC Director Schuyler Playford for compiling the report and for contributions to this article.] ♦

CHECK OUT THE [REPORT](#)—for more photos of the Top 10!

Follow us on Twitter: www.twitter.com/CfSC_Ott.

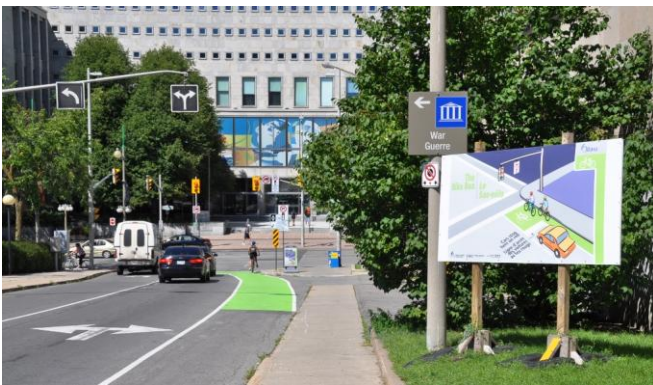
New Bike Box on Bay: Motorists, please think “Outside the Box”!



Photo: Clarke/CfSC

The new bike box on Bay Street at Wellington Street seems to be presenting some challenges for motorists.

A bike box gives cyclists priority and makes them more visible to drivers for the left-turn movement, and this one—Ottawa’s first—was opened on July 11. While the city has posted several informative signs to introduce road users to the concept, clearly the motorists are not able to read the information on the fly, and many of them end up stopping on top of the green paint when they are presented with a red signal.



Large billboard at right is the only notice for motorists about the upcoming bike box...but not many of them will be able to read it from their vehicle.

Photo: Clarke/CfSC

Bay Street is one-way northbound, ending at Wellington, and so the choices for motorists at this “T-intersection” are:

- Left lane: left turn only
- Right lane: left turn or right turn.

It is the right lane that has the motor vehicle stop line painted on the pavement further away from the intersection versus the left lane, to give room for the brightly painted green bike box. However, this disparity in the stopping location may be causing confusion for the car drivers in the right lane, who think they can just pull up as far as the one to their left. A compounding factor may be that they are on a downhill grade and misjudge the stopping distance.



This car is stopped entirely within the bike box.

Photo: Clarke/CfSC

Even as of mid September—two months since the bike box went into operation—this behaviour by drivers was much in evidence. When asked what the city was doing about it, city cycle planner Zlatko Krstulich said that police had been deployed on at least two occasions to give out information slips, warning motorists who were breaking the new rules. In addition, the city has described the new facilities for biking in a recent issue of promotional

material that goes regularly to workplaces that account for some 65,000 employees. Hopefully, the message will get out to more of those who are driving!

With the changes to the intersection, right turning on red was newly prohibited, in theory to keep motorists out of the box when cyclists would be using it. (Cyclists are not subject to this turn restriction.). The two 'No Right Turn on Red' signs that are provided do not seem to be obvious enough. One sign can be obscured by the bike lane sign and the other may be too far away to be noticed until the driver has already 'fouled' the bike box. Drivers intending to go east on Wellington often move right up to just short of the crosswalk (or in it!) to wait for an opportunity to go around the corner.



Approach to the new bike box for motorists: bike lane sign partially obscures the nearer No Right Turn on Red sign in this view.
Photo: Clarke/CfSC

With time, more people should become aware of the bike box and how to use it, but perhaps a few sign changes and making the motor vehicle stop lines at the same location for both lanes will speed up compliance. A troubling observation was that many local taxis—whose drivers should have known where to stop by this time, as they probably pass the area many times per week—were often seen stopped in the box. ♦

What about those green squares beside the Laurier Avenue West segregated bike lanes? Aren't they bike boxes, too?

Those squares have been dubbed left-turn "launch-pads". They facilitate a two-phase left turn by cyclists (cross one road, wait, then, cross the other road), whereas a traditional bike box is used for a single-phase 'vehicular-style' left turn.

Why a bike box at the top of Bay?

The Bay-Wellington route is very popular for cyclists leaving downtown and heading either west to join the Ottawa River Pathway or north to cross the Portage Bridge into Gatineau. Especially during the afternoon peak, two long lines of cars can form at the red light. There is a curb bulb-out at the end of Bay, presenting a choke point when many cyclists are waiting for the light. The bike box gives more room to wait.

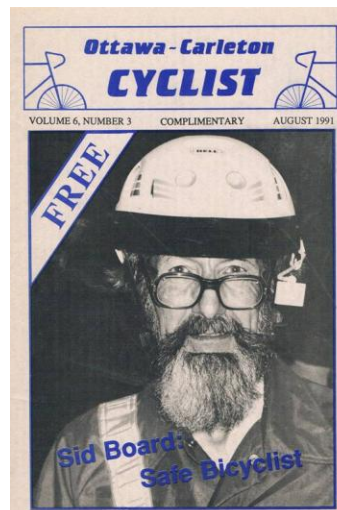
Cyclists can advance in the bike lane (painted green for about half a block approaching the intersection, to match the bike box) past a line of cars waiting at the red signal and spread out in the bike box.

City cycling planner Zlatko Krstulich says the extra space provided by the bike box gives cyclists the opportunity to re-order themselves according to speed and destination. The faster ones can get out in front when the light changes to green. This allows them to make an earlier entrance to the new segregated bike lane that is on the north side of Wellington leading to the Portage Bridge. Some riders may choose to stay in the shared traffic lane, particularly if they will continue along the NCC Sir John A Macdonald Parkway.

In memoriam: Sid Board

Long-time member of Citizens for Safe Cycling, who was with us when we started, Sidney ('Sid') Board passed away on August 18 at the age of 84.

Sid served time on the CfSC Board and also was one of our representatives on the Nepean Cycling Advisory Committee when it was formed in 1991.



His always-cheerful manner and willingness to ride in just about any weather will not be forgotten. Sid bicycled well into his 80's—a testament to how fit the activity keeps you.

A memorial service for Sid was held in Ottawa on September 15. ♦

*Photo: Brett Delmage
From Ottawa-Carleton Safety Council publication in 1991*

Cycling mini-courses for young students underway with CfSC support



Photo: Moor/CfSC

Green Communities Canada (GCC) began delivery of special cycling programs to local Ottawa K-to-6 schools in the spring, under a partnership with Citizens for Safe Cycling. 'Bike Festivals' were offered to students whose families did not have the means to cover the entire cost. The subsidy was made possible by a grant from CfSC's Bruce Timmermans Fund to GCC's School Travel Planning program. (Full background was given in the Winter 2012 issue of *Chain Mail*.)

Two schools participated in the festivals: Robert Bateman Public (on Blohm Drive) and Churchill Alternative (on Ravenhill Avenue). Each festival involved a two-hour mini-course that took place on a Saturday morning, and was conducted by CAN-BIKE-qualified trainers. A total of 20 children participated.

Jamie Stuckless of GCC said that the festivals "were delivered as part of School Travel Planning. Each school has an action plan of a variety of actions (ex. curb cuts, ask for crossing guard, run a bike education day) and not all of the actions need to take place during school."

Looking ahead, GCC will direct remaining funds from the grant to help schools run bike rodeos in the spring of 2013. ♦

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Open invitation to CfSC members from RightBike

RightBike, the community-based bike sharing program in Hintonburg with links to Wellington West and Westboro, is rolling along well! As of press time, it had surpassed the 125-member mark on registrations.

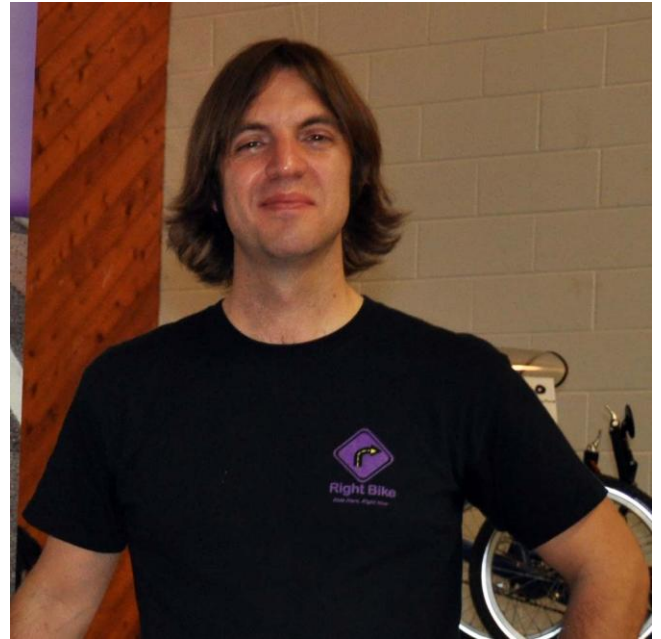


Photo: Clarke/CfSC

Shane Norris of RightBike (photo above) asked *Chain Mail* to pass along the invitation to any and all CfSC members who would like to use the enterprise's shop facilities for doing their own bike tune-ups. There are numerous repair stands and other equipment to help you keep your cycle in top shape. Best of all, CfSCers can use the facility at no charge. Just show up during business hours (Wed-Sun, 10am-6pm) at their headquarters, located north of Wellington at 1A McCormick St. ♦



Photo: Charles Akben-Marchan/CfSC

CfSC's Bike Park at the 2012 Ottawa BluesFest!

Parkway: new name, new patches

The Ottawa River Parkway has been renamed the Sir John A. Macdonald Parkway in honour of Canada's first Prime Minister. The unveiling was made in August by the National Capital Commission (NCC), which owns the road and the adjacent lands. The scenic, divided four-lane route that stretches from the Portage Bridge west to Carling Avenue also got some needed repairs in September.

The westbound lanes of this parkway serve as one of the locations for the Alcatel-Lucent Sunday Bikedays between the Victoria Day weekend and Labour Day. The lanes are closed to motor vehicles between 9am and 1pm each Sunday, giving more space for cycling through the corridor and taking some of the congestion off of the adjacent NCC Ottawa River Pathway, which can be very busy on weekends. Riding on the parkway this summer, it became apparent that you needed to stay away from the central median's curb if you were headed downtown, due to some severe heaves in the asphalt. (These would also affect motor vehicles traveling west in the passing lane during the rest of the week.)



Photo: Clarke/CJSC

These hazards were fixed during the week of September 10. An employee of Stantec, the project managers for the work, told *Chain Mail* that five locations in total had to be dug up and repaved.

While the parkway has been renamed, we have not heard if the Ottawa River Pathway will also receive the new identity. We would prefer not, as the name aptly describes the multi-use path. In fact, sometimes in the spring, the pathway is IN the Ottawa River, thanks to flooding! ♦

Dry summers hard on pathway

The lack of rain during the past two summers has meant rapid deterioration of the NCC's Watts Creek Pathway in the west end of Ottawa.

Sections of the pathway that were paved less than four years ago began cracking last year. The cracks had mostly closed up by spring 2012, but have gotten worse again. The NCC's Marc Denis reported that the clay soils underlying the path are cracking from lack of moisture, and these fissures are extending upward to the asphalt.

Many of the cracks run parallel to the direction of cycle wheels. If the cracks open wide enough for a tire to fit, they could present a falling hazard. Denis said a contractor has been filling in the larger openings with stone dust, as liquid rubber is apparently not safe for in-line skates. Other solutions? ♦

JOIN / RENEW

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Web registration enables you to pay membership fees via PayPal™.



No Internet access?

Then complete this form and send it with your payment to

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

Name: _____

Address: _____

City: _____ Prov: _____ Postal Code: _____

Phone: 1: (____) _____ - _____ 2: (____) _____ - _____

E-mail: _____

Are you... ☐ Joining or ☐ Renewing?

Please select one membership option:

Individual: ☐ 1 Year (\$25) ☐ 2 Years (\$45)

Household*: ☐ 1 Year (\$30) ☐ 2 Years (\$55)

Low Income: ☐ 1 Year (\$10)

☐ Please contact me about volunteer opportunities

☐ Please send newsletters by e-mail when possible

☐ My additional contribution of \$_____ to assist CfSC volunteers with their work is enclosed

Any cycling comments/concerns? _____

*Household Memberships Only:

2nd Member's Name: _____

2nd Member's E-mail: _____

2nd Member's Phone: (____) _____ - _____

Citizens for Safe Cycling

Annual General Meeting

Tuesday October 16, 2012

Tom Brown Arena, 141 Bayview Rd., Ottawa

5:45pm: Doors open / **6:45pm:** Guest speakers / **8:30pm:** Business meeting

This year's keynote speaker:

Ralph Buehler

“Making Cycling Irresistible: Lessons from Europe and North America”

All are welcome for this presentation



Photos: Moor/CfSC

Bicycling in cities is booming, for many reasons: health and environmental benefits, time and cost savings, more and better bike lanes and paths, innovative bike sharing programs, and the sheer fun of riding. Ralph Buehler reports on cycling trends and policies in cities in North America and Europe, and offers information on such topics as cycling safety, cycling infrastructure provisions including bikeways and bike parking, integration of cycling with public transportation, and promoting cycling for women and children. The presentation emphasizes that bicycling should not be limited to those who are highly trained, extremely fit, and daring enough to battle traffic on busy roads. Buehler describes ways to make city cycling feasible, convenient, and safe for commutes to work and school, shopping trips, visits, and other daily transportation needs. The presentation makes clear that successful promotion of city cycling depends on coordinating infrastructure, programs, and Government policies.

Ralph Buehler, PhD, is Assistant Professor in Urban Affairs & Planning and a Faculty Fellow with the Metropolitan Institute at Virginia Tech's Alexandria Center.

Professor Buehler's visit is made possible with the generous help of the Embassy of the Federal Republic of Germany in Ottawa.



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