

CHAIN MAIL



The Citizens for Safe Cycling Newsletter July 2000 Vol 16 No.2 \$2.00

In Honour of Bruce Timmermans: a New Park and Award



The City of Ottawa dedicated its newest park in mid-June to honour cyclist Bruce Timmermans. The park is located at the corner of Gilles and Apolydor in the Heron Park area, only a few blocks from where Bruce lived. Friends, family, and many people from the neighbourhood showed up for the dedication and BBQ and to again remember Bruce's contributions to this area.

You have until July 31 to nominate your favourite company, organization, or individual for the City of Ottawa Bruce Timmermans Cycling Awards.

Your nomination(s) should explain why the organization or individual is being nominated for the award, specifically noting the contribution that they have made to cycling. The final decision will be made by the

City of Ottawa and the Ottawa Cycling Advisory Group and will be announced in September.

Also, at any time you can nominate businesses and other organizations



Bruce Timmermans and his well earned CfSC volunteer T-shirt

as "Cycling-Friendly" which will allow them to show a special City of Ottawa decal.

The businesses must meet two of the following criteria: proper bike parking; reserved bike messenger parking; change/shower facilities for employee commuters; sells local bicycle route maps; provides access to washroom and water refill facilities for cyclists; provides an incentive program to employees for bike commuting (i.e. extra vacation, guaranteed parking spaces, bike mileage reimbursement). There is no deadline for this award. Allow 20 days for processing.

Mail your nomination(s) or applications to:
the City of Ottawa, 111 Sussex Drive, Ottawa K1N 5A1
Attention: Alternative Transportation Planner
or email HopeD@city.ottawa.on.ca.
All submissions are confidential.

Full copies of the Award brochure may details may be obtained on the Ottawa web site at:
<http://www.city.ottawa.on.ca/ottawa/city/web/g/g9/g9-cycling.html> or call Daphne Hope at 244-5300 x13225

New Cycling Map

CfSC is pleased to enclose a complimentary copy of the new regional cycling map. It has been greatly updated and improved over previous editions. Additional copies are available from the CfSC office and other locations; suggested retail price is \$3.

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; 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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ISSN 1201-9089

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The CfSC Board meets every month. All interested members are welcome to attend our meetings. Contact the President for details.

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Co-ordinator: Sylvia Welke

CfSC needs volunteers and members in order to do an effective job. Please call Sylvia Welke 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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CfSC and the New Ottawa

by *Alayne McGregor*

Citizen involvement is essential for the new City of Ottawa.

That was the main message CfSC sent to the Transition Board during its brief consultation on the political structure of the new city. For a few weeks in April, the Political Infrastructure Project Team of the Transition Board asked Ottawa-Carleton residents how they wanted their new city to operate. The team sent out a questionnaire with 36 questions, dealing with everything from representation (should councillors be full or part-time?) to consultation (what methods were needed to involve citizens and get their input?) to budgets (who should buy the paper clips for councillors' offices?).

Because the project team only gave citizens 12 days to answer those questions, the CfSC Board decided to only respond to those where we had already determined policy (particularly from our response to Commissioner Shortliffe last fall). The board felt it could not properly consult CfSC members in such a short time.

CfSC supported full-time city councillors because our experience had shown that, "regardless of their positions on a specific issue, those politicians who treated the

position as a full-time job were better-informed, asked more pertinent questions, spent more time listening to their constituents, and did a better job of representing their wards."

We recommended that there be a separate council standing committee to deal with transportation issues and another to deal with transit, but with the same membership on both, as is now done at the Region. The brief argued that these two areas were important enough and with enough business to deserve their own committee time separate from other Public Works issues, but that they should have the same membership so that transit issues were considered as an essential part of transportation.

Even more importantly, CfSC urged that the timing and agendas of all council committees be organized so that citizens don't have to spend three hours in an afternoon waiting to speak for five minutes to their politicians. As well, CfSC said any citizen must be able to receive agenda information and reports free of charge at least five days in advance (either electronically or on r) so that they can properly react to items being considered.

Lastly, CfSC said it was essential for the new city to involve its citizens in decision-making. This should include public open houses on significant changes to services or policies, proper advertising of any proposed decisions or policy changes (both in local media and electronically) and continued involvement of local community associations in decisions affecting their areas.

CfSC urged the continuation of advisory committees, and particularly an Ottawa Cycling Committee, since they "have proven, at both the city and Regional level, a very cost-effective method of ensuring better decisions

A Cycling Committee for the New City

by Alayne McGregor

Seven months before the new City of Ottawa starts up, cyclists already have a complete plan for a city cycling committee.

This would take over from the cycling advisory committees now in place at the Region and the major cities in Ottawa-Carleton. It would continue advising politicians and staff on how new developments would affect cycling, and how to spend cycling facility and program dollars most effectively.

But getting that cycling committee will depend on the agreement of the new City Council, and possibly also the Transition Board. And with the confusion and haste surrounding the setup of the new city, getting that agreement any time soon is not guaranteed.

At a meeting May 17, representatives from all cycling advisory committees, CfSC, and the Ottawa Bicycle Club (OBC) agreed on terms of reference for the new committee. All the groups (and a rep from the Kanata-Nepean Bicycle Club) had previously met in March for initial discussions on how to work together in the new city. After that meeting, a subcommittee drafted terms of reference for the new committee, which were discussed over two

months at the committees' and organizations' meetings. After several iterations of comments and revisions, a final draft was presented May 17.

That draft was discussed and amended further, with the most contentious issues being whether the committee's goal should refer to "people of all ages and abilities" and whether the Ottawa Bicycle Club should have one or two representatives on the committee.

If the terms of reference are accepted, the Ottawa Cycling Committee would advise and be appointed by Ottawa City Council. It would have 15 members, including one city councillor, 2 from CfSC, one each from the OBC and KNBC, and 10 citizens at large with practical cycling experience, with varied cycling interests, and from all across the city. All members (except the councillor) would be unpaid volunteers.

Its purpose would be to advise City Council and its departments on issues that "impact a citizen's ability to cycle in Ottawa". Its goal would be a "liveable and environmentally-friendly city that is accessible and safe to get around by bicycle, and where cycling is an integral part of a publicly support balanced transportation system".

Its mandate would include

- representing cyclists' interests within the City;
- physical infrastructure (planning, design standards, operations, maintenance);
- education, safety and security of cyclists and other road users;
- promoting bicycle use;
- environment, air quality and economic development issues

related to cycling;

- better integration of transit-bicycle trips;
- co-ordinating initiatives with cycling interests outside the City of Ottawa.

The new committee's terms of reference were based on best practices of all the current cycling advisory committees, as well as the experience of the Toronto Cycling Committee, which went through this same process in the last two years. The name was based on the example of the Nepean Cycling Committee, since it reflected the range of tasks the committee would be expected to deal with.

The Transition Board will be deciding in June on the political shape of the new city, including possibly whether advisory committees will be created. Once that is announced, cyclists will have a better idea of how and how soon they can start pushing for the cycling committee.

OCAG Still Hard at Work

by Michael Richardson

I have been attending the Ottawa Cycling Advisory Group for a number of months as the CfSC representative. I started attending as CfSC had no current representative on OCAG, and will attend until the last meeting in November (unless someone else steps forward). OCAG still has four positions empty, and if you wanted to get a taste of a Cycling Advisory Group, but were worried about a possible long term commitment, then step forward now!

The "Johnston Road" situation. First, I asked, where is it? It connects Conroy road to Bank

street just south of the railway yard. Well, it doesn't run all the way through right now, but it will once the remaining lands are developed. So far, it seems to have come up at every meeting in the past 6 months. The reason? Bike Lanes. Enough said.

Partially as a result of this debate, OCAG decided on formally refer to the CfSC Bike Lane policy when reviewing plans. The use of the Bicycle Compatibility Index by city staff may result in better initial designs.

It looks like we will see more contra-flow Bike Lanes in Ottawa (a la Stewart Street). The next ones will be Gladstone Avenue and Graham and Hawthorne Avenue. Along with this, an increased effort (including funding) to clear the extensive list of physical/legal barriers to cycling in the core. Other exciting facility improvements include Mooney's Bay/Marina pathways, rework of the Pooley's Street Bridge (the decaying pumping station in Lebreton Flats).

Many of these improvements need a lot of input from cyclists who actually use them. A web and/or newsgroup based way of collecting this input is at the "hmm, that would be neat" stage of discussion.

The Education committee has successfully got the supervised bicycle parking in the market implemented again. In addition, they continue to solicit nominations for the annual Bruce Timmerman awards.

Nepean Cycling Committee Report for June 2000

by Ewen Todd

Committee changes: Bob Hoganson is the Chair, Penny Greenwood the Vice-Chair and new member Carolyn Newcombe who reported on RGAC activities. The new Committee Assistant for the summer is Court Curry replacing Christine Renaud.

Network map: we would like to have copies for Nepean Days but this is not possible. We might have a mock-up of the new map.

Nepean Days: these were on Saturday June 17 and Sunday June 18 and a NCC booth was maintained by the Committee.

Awards: these were presented by the Mayor on Saturday afternoon at Andrew Haydon Park. These were for Paul Clarke of Nortel Networks (individual) and Canada Post Corporation (corporate).

Ottawa Cycling Committee: the terms of reference were formally approved by the NCC. Chair Bob Hoganson wrote the Transition Board encouraging support of such a committee by the new city. Peter McNichol (RCAG) was contacted to send the new terms of reference to the Transition Board.

2000 Workplan: This was revised and resubmitted with a budget; items included promotion of safety awareness through articles (we hope articles will be written this summer/fall), booth at Nepean Days, website; liaison with other cycling groups; review of the cycling network; and support of a delegate to the Ontario Cycling Conference in the fall (does anyone have information on this?);

promoting awards for contributions to cycling in Nepean. Roads - present and future construction: Woodroffe Ave between Baseline Station and Knoxdale, Woodroffe from Fallowfield to Strandherd with a bike lane and/or path on the west side, Dillon Engineering meeting for South Nepean Future Development Plan, need for more bicycle exempt signs at intersections.

Next meeting: September 13.

Regional Cycling News

*by Brett Delmage
CfSC rep., (RCAG)*

Together with members of the Regional and Ottawa Cycling Advisory groups and municipal staff, CfSC members have been busy reviewing draft municipal policies and plans to help ensure that they are cycling and "green-transportation friendly". We frequently post details and request your comments on the CfSC email list/newsgroup. See the web site at www.cfsc.ottawa.on.ca to find out how to participate. We'd like to thank staff at the RMOC and City of Ottawa for considering many of our comments carefully and helping to make road projects more cyclist-friendly.

The following are a few examples of what we've been working on this spring. CfSC members with knowledge and actual cycling experience in areas where plans are being reviewed are more than welcome to get involved, even if it's just to offer some knowledgeable observations. Contact me if you'd like to be put on a list for your area, or keep an eye on the CfSC mail list / newsgroup.

"Rumble strips" on regional roads

CfSC provided comments on Councillor Clive Doucet's project to put "rumble strips" on regional roads in the vicinity of Bronson/Riverside/Heron to control noisy motorcyclists racing late at night. CfSC expressed concerns that these longitudinal grooves cut across the road could cause cyclists to lose control and crash. Regional Council endorsed our request that CfSC and RCAG cyclists participate in an evaluation of some off-road test strips before any were put on roads. Testing was scheduled for July 27 at Lansdowne Park as we went to press. Call 722-4454 for details if you want to try out.

Main Street Traffic Calming Plan

Main Street has continued to be a problem for residents and users including cyclists. It's long and straight and selfish motorists drive on it just like a drag strip. While speeding is a clear problem, measures to control speeding are constrained by its use by ambulances going to the General Hospital and insistence by traffic engineers that it continue to carry the highest possible volumes of traffic -- car traffic.

CfSC participated in project steering committee meetings. We advocated for the most desirable form of traffic calming for cyclist traffic: vertical measures, including speed humps. For this project, we proposed an innovative approach: speed humps only in the curbside lane, to slow dangerously speeding cars next to the narrow sidewalks and in the lane cyclists usually travel in, while allowing buses and ambulances to avoid the humps by moving in the centre

lane. This was investigated the consultant and rejected but CfSC will continue to push for it as a pilot project in the final report's recommendations.

The consulting engineer and regional staff supported additional car parking in the curbside lane as a calming measure, and showed no understanding or acknowledgment of the danger this will put cyclists in. All traffic lanes on Main Street are narrow, at about 3m wide each. Cyclists would be effectively forced to pass additional parked cars in the "door zone" in this narrow lanes, risking serious injury or death from a sudden door opening. While a cyclist should pass parked car doors at least 1 m away, moving into the centre lane of Main Street would be difficult because it too is narrow, and contains high volumes of fast moving motor vehicles.

Kent Street Traffic Calming Plan

CfSC and RCAG reviewed 3 revisions of the plan and provided many comments. We pushed for speed humps to control speeds, and supported the 4.2 m wide curbside lane that was proposed. An additional turn lane was added at Somerset and Gladstone intersections (4 lanes instead of 3) causing the wide curbside lane to be narrowed and cyclists to get squeezed. We opposed this and asked for a review of the need for an extra turn lane.

The design of the "neckdowns" on Lisgar at Kent was modified to make it much harder for cars to illegally "cut through" but this also impeded legal cyclist movements on this important cyclist route. CfSC asked for a count of cyclists moving through this intersection.

We were surprised when it was reported as 0. What's this...? It was taken Jan. 16, right after a snowstorm! The summer count was much higher as expected (100/day). The intersection was slightly redesigned to make it safer and easy for cyclists to continue crossing. The final design was approved in June and will start to be implemented this year.

Regional Road Corridor Design Guidelines

We walk, cycle, or drive down arterials roads all the time. But how do we ensure that they work, both for people travelling on them and for those who live or work near them? That's what a new book of Regional Road Guidelines, just approved by RMOC Council, was supposed to do. Given the type of road (e.g. a suburban arterial, a local main street, or a downtown boulevard), planners were to use the guidelines to help design the road, the sidewalks, adjoining buildings, and other amenities.

CfSC submitted many detailed comments on the draft guidelines, on areas that included location and width of recreational paths, presence of heavy vehicles on streets, the undesirability of on-road parking on roads used by cyclists, the width of curb extensions around parking, why to avoid road lane channelization, and proper lighting for high-pedestrian areas. Many of our suggestions were accepted or partially accepted. We had considerable debate with Regional staff over whether roads with speed limits of 60 km/h should have bike lanes or shared outer lanes. Our position was that shared lanes were sufficient; the original draft was very unclear. The revised

draft now says that either shared lanes or bike lanes could be used on those roads depending on other factors like the number of intersections and the type of traffic.

This new document was approved by Regional Council in July.



S and P at work; a poster display at Carlingwood Mall, April 15

The Other Half ; The Safety and Promotion Story: Part Two

by Sylvia Welkie

What's going on with the S and P part of CfSC these days? The frenzy of the spring cycling rush has calmed down considerably. In that frenzy, we put on 11 Kids CanBike courses, 2 CanBike II courses, 1 CanBike Traffic Skills and 12 Learn-to-Ride lessons. There have also been many requests from the likes of day care centres, schools and other groups to have mini-bicycle safety demonstrations.

While CanBike courses were going on, there was another issue of *BetterBicycling* in the pipes which was bursting with good and informative articles egging those fence-sitting folks to get on their bicycles and commute to work. This issue came out just in time for Commuter Challenge week which saw CfSC's information booths at 4 different locations throughout the week as well as four lunchtime cycling seminars. All went

swimmingly thanks to our volunteers!

Speaking of volunteers....

That is, after all, how we get much of our work done at CfSC.

A huge THANKS to all our current, hard-working volunteers! There is always more to do though, here's a quick list of projects and dates to check into:

! General volunteer help...always needed:

Office help

Updating of library

Better Bicycling distribution list updating

! Dates to keep in mind:

Better Bicycling Fall issue

distribution - August 25th onwards

Office help - September 5th to 9th

! Specific projects:

High school student and barriers to cycling

Motorist Campaign background research

Web research on various topics

Women in cycling

! Interested? Don't hesitate to call the CfSC office at 567-1288 for more information.

And then there was 'Bike School' which was part of the Bike Safety Enforcement Blitz, May 23rd to May 28th, in an effort to educate the cycling offenders.

Despite having to arrange classes at the last minute, we managed to put on three 'bike school' classes in English and three classes in French. We had fifteen bike school attendees out of a possible 44 offenders who were charged with charges ranging from having no bell to running red lights. Now that we have the wrinkles worked

out, we are ready for another bike school during a planned Bike Safety Enforcement Blitz to held from August 21st. to the 25th. Stay tuned!

Finally the new Regional maps arrived to swamp our new assistant program coordinator, Brendan Carley, a summer student who joined us on June 5. Sales and distribution of the maps has kept him more than swamped. Read Brendan's piece to find out more about him and the maps.

The Seniors-in-cycling booklet entitled 'You're always young enough: The essential cycling guide for Seniors' was published (750 English copies and 250 French copies)and has been distributed to seniors centres, seniors groups and community centres across the region. Come in to the office and have a look at the latest CfSC publication.

Wait! There's more. CfSC submitted two proposals for funding; one to the Climate Change Action Fund for a project working with Bicycle User Groups at the workplace and the other to Moving on Sustainable Transportation focussing on teen barriers to cycling. We find out at the end of August if we were successful with either proposal. Cross your fingers!

On a Personal Note

Brian Martin, new to CfSC Board



Hello, my name is Brian Martin, I am a new member to the CfSC board. The position of Vice President was empty and I was asked to fill it. I have been an avid cyclist since the early 80's, commuting miles mostly. A few years ago I became familiar with the CfSC and the work that they did in the community. I have helped (before I was a member) with a few campaigns in the past. Last year I did my Can-Bike II course, and feel even more a part of the traffic than I had by just reading John Forester's tome on safe cycling. I like all aspects of cycling, on and off road, trails and BMX's, why it can even be said by me that I like bents. My daily commute is 40km round trip, and I do this from early spring until first snow fall. I would encourage people to get involved with volunteering their valued free-time so they can meet people of the same cycling interests, and make the way safer for even more people to join the commute lifestyle.

Grant Malinsky Joins CfSC Board



by Philip Shea

Last year after twenty-five years in the Regional Transportation Department, Grant Malinsky retired. As part of his duties as Manager, Safety and Traffic Studies Branch, Grant also was Regional Cycling Coordinator for three years.

Grant was been actively involved in working for better cycling in many ways over the years. In the early 1980's he was a member of the Intergovernmental Bicycle Committee together with Bruce Timmermans and others. They developed the Region's first plan for a cycling route network. This first route network plan was never developed and died on the shelves. In 1984, Grant worked with concerned area cyclists to respond to a record number of cycling deaths (7) in one year. Together they formed the new association, "Share the Road / Citizens for Safe Cycling". Grant continued his relationship and support of CfSC over the years.

He was responsible for the creation of the RMOC's policy of painting lane lines to make a wide shared outer lane to accommodate cyclists better and more safely on Regional roads.

It should be no surprise that Grant was one of the RMOC staff who cycled to work (or walked or skated) and who left his car at home. The members of CfSC will be very pleased to learn that Grant will once again be serving on the Board.

Frances Tanner Volunteer of the Month, February 2000



It's hard to remember everything Frances Tanner has done for CfSC, because her talents and her efforts are so wide-ranging. Should we start with her term as vice-president and other years on the board where her common sense and strong links to the community helped ensure good decisions? Or should we remember her willingness to do the even the most mundane work of keeping the organization together -- like using

her weight-trained muscles to move our overloaded filing cabinets in our last office move?

We have to mention Frances' most recent contribution: she wrote two excellent profiles for the latest issue of the CfSC newsletter, Chain Mail, of Robin Bennett and Geoff Noxon. They were interesting, accurate, and arrived on time -- a godsend for a beleaguered newsletter editor.

Frances comes through in a pinch. When the CfSC Safety and Promotion program desperately needed someone to take over women's workshops at Nortel last summer because of a change in personnel, Frances came through, and got great reviews from the participants.

But maybe the most accurate reviews come from the CfSC staff who worked with her and for her in the last few years. Our former S&P coordinator, Ryan Lanyon, had this to say:
"Frances Tanner is a volunteer you can count on. She's very knowledgeable, devoted, and always willing to lend a hand, even on short notice. It was a real pleasure to work with Frances on a number of projects - from Cycling Women workshops to Kids CAN-BIKE Festivals. Her dedication and preparation is admirable. Congratulations, Frances! You deserve it."
And his predecessor as S&P coordinator, Gavin MacPhail, was equally full of praise:
"Frances Tanner has brought much to CfSC over the past 5 years as a volunteer, board member, and manager of the Safety and Promotion Program. An incredibly bright strategic thinker and planner, Frances has worked many

nights... developing innovative and workable solutions to the most intractable problems."

Frances has devoted her extensive leadership skills not only to CfSC's campaigns and programs but also to the development of CfSC's structure, policies and functions, strengthening the organization itself in key areas. She has facilitated board retreats and led the review of policy and procedures that help CfSC run as smoothly as a not-for-profit can.

Most recently, Frances was a key organizer for the Ride for Cycling and was instrumental in the event's great success.

Outside of CfSC's she's been president of a community association, editor of a community newspaper, a community development organizer, municipal watchdog, and a candidate for city council. Whew!

Besides her sharp mind and work ethic, Frances brings her dry wit, good nature and common sense to everything she does, enlivening other volunteers in the process. Thanks for your dedication and spirit, Frances. You will always be a pleasure to work with. And CfSC hopes to continue to work with Frances for many years in making this community even more cycling-friendly.

John Stevenson;

March 2000 Volunteer of the Month



The CfSC newsletter, Chain Mail, is eagerly received by CfSC members several times each year. Without the work of John Stevenson, it wouldn't arrive.

Last year, John took on responsibility for getting members' newsletters from the printer to the mailbox. While this sounds straight-forward, there are many details, all which have to be done correctly for a successful mailing. The correct amount of postage, which frequently varies from issue to issue, must be obtained -- or Canada Post promptly returns the newsletters with the postage cancelled! Different inserts including membership cards, renewal notices, return envelopes, special notices, and maps must be coordinated and inserted -- and not all members get all inserts each time. The correct size envelopes for this particular mailing must be obtained. And that doesn't count the address, return, and other special labels for the outside!

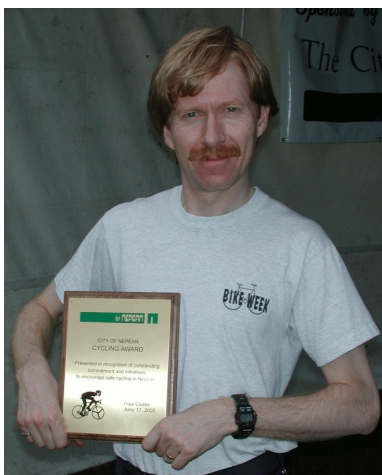
This is normally enough work for a crew of volunteers, which John has ably coordinated. But recently when enough volunteers could not be found due to a late changing mailout schedule of the newsletter, John took it personally upon himself to ensure that Chain Mail was promptly processed and mailed to members.

In addition to his newsletter responsibilities, John has frequently assisted, always with good humour, delivering Better Bicycling, staffing membership booths, helping organize member events and many other volunteer tasks that make CfSC run well.

John has been an active member of the CfSC Board of Directors, bringing useful observations and advice to discussions, as a frequent and all-year cyclist. As an active dog owner, he recently helped draft and represent the CfSC position on dogs on NCC lands, with respect to the safety of cyclists.

When you receive your Chain Mail, don't forget the good work that volunteers like John Stevenson do to get it to you. Thank you John.

Paul Clarke receives Nepean Cycling Award



At the Nepean Days celebration in June, Nepean Cycling Committee Bob Chair Hoganson and Mayor Mary Pitt presented the first Nepean Cycling Award. This award was established this year by the cycling committee to recognize an individual and a company whose attitudes and actions have promoted cycling in Nepean. Advertisements were placed in the local press seeking nominations from the public and those received were reviewed by an awards committee.

The individual chosen to receive the Nepean cycling award was Paul Clarke. CfSC extends our congratulations to Paul, who has been a long-time CfSC member and supporter and dedicated advocate for better cycling in Ottawa-Carleton.

In addition to Paul's many accomplishments at Nortel, he was also an active member of the Nepean Cycling Committee. He lobbied for its reinstatement when the committee was suspended

several years ago.

The text of the award presentation follows;

"As an employee of Nortel Networks, Paul has worked tirelessly to promote cycling as both a leisurely activity and a great way to exercise. Within his place of employment, Paul has spearheaded "NORBUG" or the Nortel Bicycle Users Group, and has created a successful intranet website to keep employees informed on local cycling activities. In addition, he regularly sends out a comprehensive e-mail entitled "the Chain Letter", outlining information that's new, interesting or vital to cyclists.

Paul is also known around Nortel as a fighter, who campaigns to ensure that there are proper bicycle parking, routing, and pathways at all Nortel sites. He was also the driving force behind the installation of a brand new shower and facility built specifically to address the needs of cyclists, and additionally provided the research and documentation to support a pilot installation of long-term storage lockers for Nortel cyclists.

Paul's cycling expertise and enthusiasm is also a very valuable resource to the innovative Nortel Networks GreenCommute Program, a program designed to encourage commuting by an alternative to the traditional single occupant vehicle. One of Paul's colleagues has summed up his commitment to cycling in Nepean as follows: 'He is truly one of those rare individuals who believes enough in the benefits of bicycling to continue to dedicate his personal time and energy towards its promotion. Paul is a very worthy recipient of this inaugural award.'

Clean Air Day Canada

by Fred Perel

Ed's note; recently Fred participated in a press conference which attempted to inform Canadians about alternatives to the private auto. Here is his report.

Place and Date; Parliament Hill, May 16, 2000

Promoter; Sharon Boddy of Autofree Ottawa

Presenters; Councillor Al Loney, David Anderson, Federal Minister of Transportation

Purpose; to promote

a) the use of modes of transportation other than the automobile

b) awareness of TravelWise and VRTUCAR

c) participation in Clean Air Day Canada

d) taking up the Commuter Challenge, 2000

Al Loney pointed out that the population of the new amalgamated Ottawa may go up by 40 % in the next 20 years. The first priority of the new city's administration should be to prevent the gridlock found in places such as Los Angeles. Geoff Noxon in his "Report on Sustainable Transportation" stressed that alternative modes of transportation; cycling, walking, public transit, carpooling, rollerblading and skateboarding must work together. Preventing gridlock and promoting air quality would require political resources, funding and a demand from the public.

The press conference featured the official unveiling of the Travel Wise posters which will be displayed on the sides of OC

Transpo buses. It also presented Clean Air Day to the public. This day, designed to make the nation aware of alternative transportation, has been enthusiastically promoted by Sharon Boddy of AutoFree Ottawa.

CfSC's former S&P coordinator, Chris Bradshaw, has the ideal solution for those who do not own a bicycle, VRTUCAR, a car sharing arrangement which, in effect, allows you to share a number of vehicles with other people.

Last year over 6,000 Ottawa area residents took part in the Computer Challenge. This annual, week long event is intended to create a friendly competition among major cities in the use of alternative modes of transportation. Last year Ottawa beat out Calgary. This year our opponent is Victoria. Victory for us will not be easy; Victoria is being organized by our old friend and S and P coordinator, Gavin McPhail.

Fred Braves the Blizzard

Ed's note; many will remember April 9 when eastern Ontario was hit with a major snow storm coupled with a very high wind. One person who was out in it was our reporter Fred Perel. Here is his account of that day.

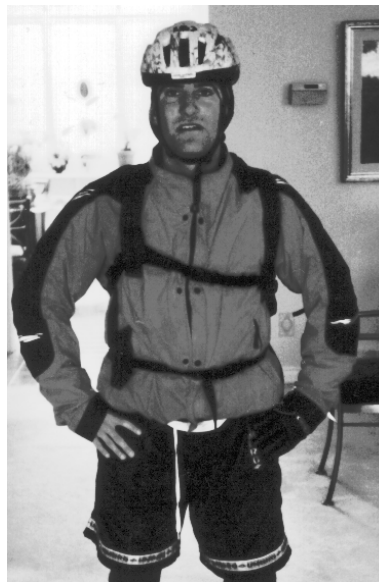
by Fred Perel

The day of the April snow storm was the same day I applied for a position in the Cycling Department of Mountain Equipment Co-op. I rode my bike the 15 km to Vanier just to show the manager that I was a devoted cyclist.

Upon leaving the store for home I found myself in a sequel to

"Fargo". Going east on the Parkway all I saw was WHITE. I had never imagined 20 cm of snow in early April.

For every nasty person, there's another gracious individual who will treat you with kindness. People driving on the other side of the Parkway, heading in the opposite direction, tapped gently on their horns. It was an awesome feeling when these snug and sheltered motorists smiled at me and gave their encouraging honks as if I has just got married.



Fred in winter riding gear

Eleven years ago, my dad and I both skied at Whistler. He used those daunting double-diamond expert trails. Once, upon coming down to greet me, he boasted "Look at those marks on the trails, those are my marks." Well, Dad, those marks in the snow on the Parkway were my marks, the ones I created during my blizzard journey.

Brendan Carley Joins CfSC for the Summer

by Brendan Carley

Hello everyone!

Please allow me to introduce myself. I hail from the cycling mecca of Guelph and arrived in Ottawa at the beginning of June. Working for CfSC since then has provided me with a great crash course in the geography and political structure of this great city.



When I decided to come to Carleton U to start my Master's Degree in International Affairs in the Fall, I knew that I had to be in Ottawa to experience the Summer scene. It's definitely been a fun couple of months so far!

As far as my cycling credentials are concerned, I've been an avid mountain biker for over a decade and have been riding a bike regularly ever since I could walk. Throughout the mid 90's I raced my mountain bike all over Ontario. Upon starting University, as my bank balance plummeted, I started to do a lot more utilitarian riding between work and school, and more recreational riding on the

roads and trails, including lots of winter trail riding! (It's a lot cleaner falling in snow than mud, you know.)

Working for five years at a bicycle shop when I was doing my undergraduate studies also greatly increased my bicycle industry and product knowledge, as well as my mechanic skills. It also allowed me to feed my addiction for new bicycles (although increasing it at the same time)! The skills that I learned at Revolutions Bicycle have already been put to good work at CfSC when doing maintenance seminars for Commuter Challenge week and when doing bicycle safety rodeos with children in the community.

Although Ottawa has more evolved bicycle advocacy mechanisms and a lot more bicycle friendly infra-structure, the sheer size of the city and attitude of drivers makes road riding more daunting than in Guelph. As such, Guelph cycling interests are primarily represented by the Guelph Off-Road Bicycling Association (GORBA), of which I was an active member, and which focuses on trail access advocacy, education and mountain biking promotion. No well established group exists there to provide advocacy and information services for utilitarian cyclists, as CfSC does here.

Okay, enough about me. I look forward to working for the rest of the summer here as the Assistant Cycling Safety and Promotions Program Coordinator and to having a great time in Ottawa for at least the next couple of years!

The New Year 2000 RMOC

Cycling Map Has Arrived! Membership certainly has its benefits!

by Brendan Cayley

As CfSC is the wholesaler of the RMOC's new cycling map, we are pleased to include a free copy of it to each of our members. The new map is greatly improved over the 1998 version, with an increased coverage area, detailed description of major and minor cycling routes, full display of all paved and unpaved pathways, and info on OC Transpo's Rack & Roll program and bicycle parking facilities. Also included is a box on safe cycling techniques and a full road index. With this map you can plan your trip route from start to finish and know exactly what you will encounter at every turn!

If you would like to your hands on more copies for friends or family, you can visit the CfSC office or simply stop by any of the retailers listed below. This list is growing every week, so don't be surprised to see the map everywhere in the coming months!

Bike map retailers:

Cumberland Town Hall, 255
Centrum Blvd, Orleans

World of Maps 724-6776 1235
Wellington St. (at Holland Ave.)

Tommy & Lefebvre 236-9731
464 Bank St.,
2206 Carling Ave,
250 Centrum Blvd,
325 C Blvd Greber (Gatineau)

Unchained Independent Cycles
562-2453
517 Rideau St.

Westboro Sports Centre
722-5363

327 Richmond Rd.
Full Cycle (409 St. Laurent Blvd.)
741-2443
409 St. Laurent Blvd.

Place Bell Book Store 233-3821
175 Metcalfe St.

Expedition Shoppe 722-0166
369 Richmond Rd.

Expedition Shoppe 241-8397
43 York St.

Fresh Air Experience 729-3002
1291 Wellington St.

Auto Racks Ottawa Inc. 722-5759
1283 Wellington St.

Kunstadt Sports 831-2059
462 Hazeldean Rd, Kanata

OC Transpo Sales Centres;
Place de Ville,
Orleans Shopping Centre,
St. Laurent Shopping Centre,
Lincoln Fields Shopping Centre

Ottawa Bicycle Club 230-1064
170 Booth St.

Pecco's 562-9602
78 Murray St
79 Laval (Hull)

City of Ottawa 244-5300
Ottawa City Hall

NCC Visitor's Centre,
90 Wellington

Elgin Sports 563-3999
250 Albert St. (at Bank)

City of Gloucester; Information
Centre, Gloucester City Hall,
1595 Telesat Crt., Gloucester

City of Kanata; Tourism and
Information Centre, Kanata

Recreation Complex, 100 Walter
Baker Pl., Kanata

Rebec & Kroes 521-3791
1695 Bank St.

Shirley Leishman Books
722-8313 Westgate Shopping
Centre,
1309 Carling Ave.

Sportable 745-3444
413 MacKay

City of Nepean; Ben Franklin
Place (Nepean City Hall); 101
Centrepointe Dr., Nepean

CAA Ottawa 820-1890
Lincoln Fields Shopping Centre;
2525 Carling Ave.

Rent-A-Bike` 241-4140
Chateau Laurier Hotel Parkade

Bushtukah 792-1170
203 Richmond Rd.

Cycle Power 722-2453
1274 Carling Ave.

The Quickie Convenience Stores;
2430 Bank St.
1661 Hunt Club Road
3332 McCarthy Road
2016 Ogilvie Road
915 Watters St.
375 Des Espinettes Ave.
1600 Forest Valley Dr.
1435 Caldwell Ave.
25 Sacre Ceour Blvd. Hull
437 Albert St.

Full Tilt Cycles 726-0132
1469 Richmond Rd.

McCrank's Cycle Centre
563-2200 889 Bank St.

Mountain Equipment Co-op
729-2700
366 Richmond Rd.

Ottawa International Hostel
569-1400
75 Nicholas St.

Trailhead 722-4229
1960 Scott St.

Shoppers Drug Mart 236-9624
161 Bank St.

Unicentre Store 520-6688
Carleton University, Unicentre

For the latest list of outlets please
see "www.rmoc.on.ca/travelwise"



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