

CHAINMAIL

Autumn 2005

The newsletter of Citizens for Safe Cycling
Volume 21 Issue 3

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Cycling Committee Can't Meet Monthly: Council

By Alayne McGregor
Former CfSC President

City Council has rejected a motion to allow its Roads & Cycling and its Pedestrian & Transit advisory committees to meet monthly, in order to handle their large workloads and to make recommendations in a timely manner.

The city Transportation Committee had recommended allowing monthly meetings—as opposed to the current six per year—for each committee, after strong representations and arguments from the committees. But at Council, rural Councillor El-Chantiry moved to defer the proposal to the staff review of all advisory committees that will occur in 2006. That effectively killed it.

During the debate, city clerk Pierre Page indicated he would need another \$60,000 to hire a full-time staff member to take minutes at the extra 12 three-hour meetings.

In response to the Council decision, PTAC Chair David Bell resigned. He said he felt the city was more interested in trying to "save a few dollars than it is about public input and consultation."

See Council Not Committed, Page 4

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University of Cycling Participants Graduate from Their Cars

By Patrick Wray
CfSC Safety & Promotion Program Manager

CfSC, in partnership with Industry Canada, has developed an innovative new program that aims to help employees gain the confidence and skills they need to fully enjoy commuting to work by bicycle.

Motivated by Canada's obligations to the Kyoto Protocol, the health of its staff, and other factors, Industry Canada developed a University of Cycling pilot project in the summer of 2004. Interested Industry Canada staff volunteered to participate and each participant's starting point was measured. The group then participated in a CAN-BIKE Traffic Skills course delivered by CfSC.

See Course, Page 8

CfSC's AGM Coming Up

By Charles Akben-Marchand
Chain Mail Editor

Citizens for Safe Cycling's 2005 Annual General Meeting (AGM) will be held October 14.

At the AGM, we will be electing our new Board of Directors. A list of current Board members is on page 2 of Chain Mail.

The AGM is also where CfSC members vote to make amendments to CfSC's by-laws, which dictate how CfSC is to operate. If not enough CfSC members attend the meetings, elections cannot be held and CfSC's future will be up in the air.

See AGM, Page 4



Chain Mail is published by Citizens for Safe Cycling, 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 improve riding and traffic skills, and of other road users to accommodate cyclist traffic as part of their normal driving skills,
- 🚲 **Improved** engineering to facilitate cyclist traffic, such as proper traffic control systems, adequate lane width, and sufficient parking,
- 🚲 **Legislation** that is effective and enforced,
- 🚲 **Representation** of cycling issues to all levels of government.

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Contributions are welcome. Text may be edited for style, length and clarity. Please send submissions to editor@cfsc.ottawa.on.ca

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The 2004-2005 board is:

President: Melanie Ransom

Vice-president: [vacant]

Secretary: Jody McIntyre

Treasurer: [vacant]

Directors at Large: Manny Agulnik, [three vacancies]

Board members can be reached through CfSC at (613) 722-4454 or CfSC@cfsc.ottawa.on.ca.

The CfSC board meets at the CfSC office (see article page 4). All interested members are welcome to attend. Contact the secretary for time and place.

For inquiries about CfSC memberships, contact CfSC's Membership Administrator at Membership@cfsc.ottawa.on.ca.

CfSC operates the Cycling Promotion and Cycling Education Programs from the office at 251 Bank Street, Suite 504
Ottawa, ON K2P 1X3

For cycling promotion information, call (613) 567-1288 or promo@cfsc.ottawa.on.ca.

For CAN-BIKE course information, call (613) 567-1288 or education@cfsc.ottawa.on.ca



Welcome On Board, Terry!

By Terry O'Shaughnessy

I have been cycling from the age of 6, and since then, my varied cycling experiences have included both mountain biking and road racing. I have toured extensively in Canada and Europe. Currently, my passion is teaching CAN-BIKE courses. I am also vice-chair of the City of Ottawa's Roads and Cycling Committee and the chair of its Infrastructure Sub-Committee. **Terry has been appointed to CfSC's Board of Directors, and currently sits as a Member-at-large.**

NEWS IN BRIEF

- Construction has begun on the **Rideau Canal Pedestrian (and Cyclist) Bridge!** Should be done by **June 2006.**
- Visit CfSC's redesigned website: **www.cfsc.ottawa.on.ca**
- City by-law officers have been enforcing **sidewalk-cycling by-laws.** New signs say cyclists should "Walk your bike on the sidewalk"... nothing about **riding on the road.**
- **You can help** build CfSC's online resources! Visit **http://wiki.gedris.org/wiki/CfSC** and you can view and edit many different cfsc- and cycling-related **resources and discussions in development.**
- Editor's note: Last issue, the cover photo caption didn't include **Richard Guy Briggs'** name, nor credit to him.

Bike Store Discounts

These stores give discounts to card-carrying CfSC members, as a part of the Corporate Membership Program. Some restrictions may apply.

The Cyclery

1073 Bank Street

- 10% off parts and accessories

McCrank's Cycles

889 Bank Street

- 10% off parts and accessories



Tommy & Lefebvre Stores

464 Bank Street,

2206 Carling Ave,

499 Terry Fox Drive,

2615 Lancaster Road,

Unit 107B, 250 Centrum Blvd (Orleans)

- 10% off regular price cycling clothing and accessories

Joe Mamma Urban Cycles

216 Pretoria (at Bank)

- 10% off parts and accessories

Westboro Sports Centre

327 Richmond Road

- 10% off parts and accessories



Fresh Air Experience

1291 Wellington Street

- 10% off parts, accessories, and clothing; 5% off bikes

Note: **MEC** and **CycleLogic** are CfSC corporate members, but are unable to offer discounts.



Hope Yet for Bridge Route

By Alayne McGregor
CfSC Volunteer

Ottawa City Council has approved the recommended plan for the North-South Light Rail Transit (LRT) Project, which would seriously interfere with major cycling routes through downtown.

However, there is one ray of hope: Council also required staff to investigate moving the downtown terminus for the light rail line from the Mackenzie-King bridge to the University of Ottawa. The report on that is due at the September 21 Council meeting, and if approved, could solve the worst problem to cyclists posed by the light rail route.

As approved by Council, the new route eastbound will cross the Bronson and Slater intersection at an angle to get to the current bus-only lanes on Slater. From there, light rail and bus transit will share the same lanes on Albert and Slater Streets, with stations every block alternating between light rail and buses. The street design will be changed to straighten out lanes; a small amount of car parking will be removed as well. However, there still will be the same number of lanes for shared car/bike traffic.

This is a definite improvement on the first plan, which would have banned cars and bicycles from Albert and Slater streets altogether. However, there will be some problems with cyclists having to cross LRT tracks, some of which will be at an angle and will require special treatment to avoid endangering cyclists.

The real problem is with the Mackenzie-King Bridge. Currently, buses occupy the outside lane on the bridge, with a car lane beside them, and cyclists on the inside.

The new design does include bike lanes remaining in the centre of the bridge, next to LRT lanes, and with buses on the outside, but cyclists would have to dismount and walk through the LRT station and then mount and ride the remainder of the bridge.

Essentially, this means cyclists would have to walk through the eastern one-third of the bridge. As well, it may be uncomfortable for cyclists using the bike lanes to ride close to light rail and bus lanes.

If the terminus is moved to the University, then all vehicles would be allowed to use the bridge. However, it is not yet clear if this is possible or whether staff would recommend it.

The current major east-west cycling route through downtown goes from Scott street in the west, down Albert and Slater streets, across the Mackenzie-King bridge and then into Sandy Hill via Stewart Street. This avoids the challenging conditions in Confederation Square and the heavy Queensway-bound traffic blocking the bike lane on the Laurier Bridge.

The draft Cycling Plan also included this route as its major downtown cycling arterial, without including the impact of the Light Rail route.

If you want to preserve full cycling access on the Mackenzie-King bridge, it's important that your city councillor and the Mayor insist that city staff produce a full report on the University of Ottawa option. Emphasize to them that it makes no sense to end a rail system in the middle of a bridge, and that cyclists should not have to lose their designated major route because of this decision.

The sooner you let them know, the sooner they can tell staff they're interested as well. Mayor Chiarelli can be contacted at Bob.Chiarelli@ottawa.ca. You can find your city councillor at www.ottawa.ca

Council Not Committed to Public Input Process

Continued from Page 1

In his letter to the Mayor, Bell said he was proud of all that Pedestrian and Transit Advisory Committee had accomplished, and "believe we have provided useful advice to Transportation Committee on a variety of high-profile and important topics". He also said City Council decisions of the last year had led him to question the city's commitment to the advisory committee process.

Roads and Cycling Advisory (RCAC) Chair Diane Dupuis made no public comment.

During the Council debate, Councillor McRae spoke in favour of the work done by the committee. She was also joined in support of the motion by the Mayor and Councillors Holmes, Cullen, Doucet, and Little. It appeared as though many councillors had not been contacted by their cycling constituents to get their support for the committees.

In other RCAC news, at its July meeting the committee voted to ask the Mayor to hand out the 2005 Bruce Timmermans cycling awards at a City Council meeting in order to make the awards more prominent.

Staff had recommended that the 2005 awards be deferred until 2006 because of logistical problems with the last two award ceremonies and in order to improve their visibility. The issue will likely go to Transportation Committee in September.

RCAC has not yet struck a nominations committee for the 2005 awards. The deadline for nominations is August 31.

CfSC was awarded the organizational Bruce Timmermans award in 2003.

AGM: Run for the Board

Continued from Page 1

In order to give members an idea of who is running for CfSC's Board of Directors, a notice will be sent out in mid-September. The notice will contain information about people running for Board positions, proposed amendments, and information about when and where the AGM will be.

If you are interested in running for a board position (or learning more about it), please contact cfsc@cfsc.ottawa.on.ca or (613) 722-4454. You can also come to a board meeting. E-mail Jody McIntyre, the secretary of the board, at Jody.McIntyre@cfsc.ottawa.on.ca to find out when the next board meeting will be (Board meetings are held at the CfSC office).

Candidates will be announced in the mid-September notice, and can also be nominated from the floor at the meeting. Amendments to CfSC's bylaws must be proposed in the notice.

If you aren't interested in becoming a Board member, you can still help. We will need someone to organize the elections, and someone to organize the rest of the meeting. E-mail cfsc@cfsc.ottawa.on.ca or call (613) 722-4454 if you can do this.

At last year's AGM, no new board members were elected, and many positions were left unfilled, including the Vice-President and Treasurer. Since then, some Board members have resigned or moved away, and remaining board members have had difficulty communicating and meeting.

This year, therefore, it will be important that we choose a strong Board who will keep CfSC from falling apart.

Learn at Home with CfSC

By Linda Ulliyett
CfSC Education Coordinator

There's a new wave in the world of cycling courses. No longer do you have to wait for the nearest community centre to hold a course.

It all began in early May with a phone call from a woman named Ingrid who wanted to enroll her two children in a Kids CAN-BIKE course. There weren't any courses being offered in her area so we spent most of May searching high and low for a facility, to no avail. After much frustration, Ingrid said, "To heck with this, I'll just have it at my house!" She enrolled her daughter with four of her friends and thus began the increasingly popular HomeStyle CAN-BIKE courses.

Then came two more bookings from families that couldn't attend this first course. By the time you read this we will have completed three HomeStyle Kids CAN-BIKE courses and two HomeStyle CAN-BIKE Traffic Skills courses, with the possibility of another Ingrid-initiated HomeStyle Cycling Freedom for Women in August.

"It will allow my son to navigate his immediate environment with confidence," says Ian Schwartz, of the CAN-BIKE Traffic Skills course being taught from his home this summer. The length of the CAN-BIKE Traffic Skills class (8 hours) allows the instructor and the participants to go further afield. If desired, together they can map out a cycling route to work or school and then actually ride the route evaluating and re-planning along the way. Yannick, one of CfSC's CAN-BIKE instructors, took his HomeStyle class on OC Transpo so that they could learn firsthand how to use the Rack & Roll system.

See Learn at Home, Page 8

Taking Back The Streets

By Jenn Farr
Human Powered Vehicle Operators of Ottawa

8:45am, Saturday July 16th: My husband Greg, my daughter Rayna and I parked our bikes at metered parking spaces on York Street.

Within minutes of plugging our quarters into the Pay and Display machines; we were confronted by several drivers, two Byward Market street ambassadors, a bylaw officer and a curious CBC radio reporter.



Why were we there? Were we allowed?

We explained to everyone who asked that we were reclaiming space that had been exclusively allocated to motor vehicles. Rather than defaulting to taking a car or SUV into the downtown core, we wanted folks to see that bikes, trikes, tandems and recumbents are viable modes of transportation.

A second by-law officer confirmed that the law (Ottawa By-Law 2003-520, that is) was on our side and we could park there. More HPVooO members came, we rotated parking spots and kept up the party for 3 hours as motorists slowly drove past.

For more information and photos on bike alternatives go to <http://hpv.tricolour.net/>

Other Cycling Groups

Editor's Note: The **re-Cycles Bicycle Co-op** (www.flora.org/re-cycles) and **Cycle Ontario Alliance** (www.CycleOntario.ca) have nothing to say in this issue of Chain Mail, except that they're still there! **Visit their websites** to see what they're up to!

Volunteer Opportunities

Looking to get more involved with CfSC? Here are some ways you can spend some time having fun and volunteering! Contact promo@cfsc.ottawa.on.ca or (613) 576-1288 if you want to know more.

- Board & Committee Members
- Various office tasks
- Corporate Membership Project
- Bike Parking Project
- Cycling Library Project
- Translation Project
- Online Resources Project
- Hosting the CfSC booth
- Distribute "Fight Bike Theft" hangers
- Write for, edit, or help distribute Better Bicycling and Chain Mail (Note: Chain Mail editor gets \$25 honourarium)

Thanks to our Volunteers!

Thanks to people who have volunteered for CfSC since the last Chain Mail came out:

Alayne
Andy
Brett
Brian S.
Charles
Glen
Ioan
Jody
John S.
Katherine
Mike W.
Philippe
Robin
Terry
Vic

... plus our CAN-BIKE instructors, board members, and independent activists!

Bike Parking Back Again For Folk Festival 2005

By Patrick Wray
CfSC Safety & Promotion Program Manager

For the third year in a row, a fenced-in, supervised bicycle-parking compound will be available for those who wish to cycle to the 12th annual Ottawa Folk Festival.

Citizens for Safe Cycling initiated the project in 2003, and since then, former CfSC Safety & Promotion Program Co-ordinator Jennifer Allen has been the Folk Festival's Bicycle Parking Coordinator.

The festival attracts over 18,000 music fans over the course of the weekend, creating a challenge where parking is concerned. There are a limited number of car parking spots in Britannia Park, so festival goers need to consider other options for traveling to the festival site.

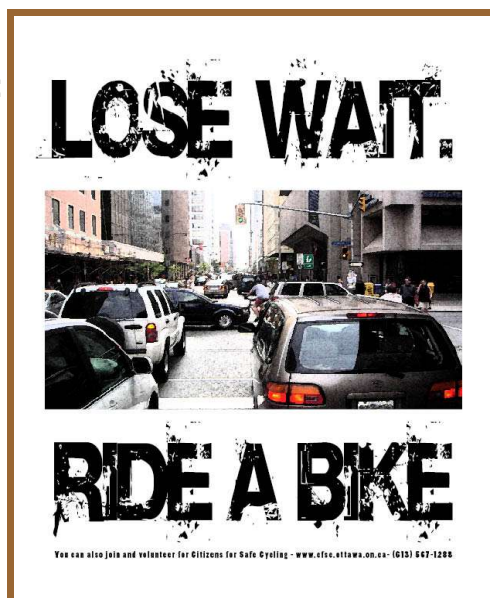
The compound is modeled after the one used by the HOPE Beach Volleyball tournament. Since then, the bicycle parking service at the Folk Festival has parked over 700 bicycles!

The 12th annual CKCU Folk Festival takes place August 18-21 in Britannia Park, off the Ottawa River Pathway. The bicycle-parking compound will be in operation

Thursday 5:30 pm to midnight

Friday 5:00 pm to midnight

Sat & Sun 10:30 pm to midnight



Want to Lose Wait? Contact CfSC and visit our office!

Come visit the CfSC Office! 9:00 am - 5:00 pm, Monday-Friday 251 Bank Street, Suite 504 (at Cooper)



Look for the bike rack with our name on it!

CfSC Office Wish List

Patrick Wray and Linda Ulyyett, CfSC Staff

Thanks go out to Terry for the bicycle pump and to Bruce Cooke, a cyclist with élan and a friend of CfSC, for some much-needed binders.

Here's what we'd like to get our hands on now:

- New or gently used bike bells for kids
- Tape measure
- Bike tools, vise grips, ratchet set
- Wall-mounted pencil sharpener
- Paper cutter
- LCD monitor
- Colour pinter

Note: We are aware of Ottawa FreeCycle, but don't have the time to use it.

Upcoming CfSC Events

Chain Mail Late Fall Deadline: E-mail your submissions or questions for the Late Fall 2005 issue to editor@cfsc.ottawa.on.ca by

November 11, 2005. Nous voulons des articles en français et des traducteurs/trices!

CfSC Annual General Meeting: October 14, 2005, more info to come.

CfSC Board Meetings: See article page 4 to find out time and date for next board meeting.

CfSC Open Houses: The third Wednesday of each month, 5:30-8:30 pm at the CfSC Office.

CfSC Booths at Sunday Bike Days: Ottawa River Parkway at Westboro Beach, August 21 and September 4, 9:00 am to 1:00 pm.

Visit www.cfsc.ottawa.on.ca for the most recent list of CfSC events.

Advertise in CHAIN MAIL

Reach Ottawa cyclists! Get your business-card-sized ad (2"x4") in Chain Mail for only \$20. Funds go towards reducing the overall cost of publishing Chain Mail.

For more information, contact editor@cfsc.ottawa.on.ca, or leave a voicemail message at (613) 722-4454.

Time To Renew?



If your membership has expired or expires in the next 3 months, you should renew soon. Member cards for renewing members are sent out with each mailing, usually every two months. You can send updated contact information to membership@cfsc.ottawa.on.ca

Send your completed form with payment to:

Citizens for Safe Cycling
Box 248, Station B
Ottawa, ON K1P6C4

Name: _____

Address: _____

City: _____ Prov: _____ Post Code: _____

Phone: H: _____ W: _____

E-mail: _____

New Member Renewing

Please select one membership option:

Individual: 1 Year (\$20) 2 Years (\$35)

Household*: 1 Year (\$25)* 2 Years (\$45)*

Low Income: 1 Year (\$10)

Please send me information on volunteering

Send mailings 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: _____

www.cfsc.ottawa.on.ca

Course Gives Would-be Cyclists Their Needed Push

Continued from Page 1

The rationale behind the University of Cycling is that there are people who, with a little support and encouragement, are willing and seeking to make the switch from driving a car to cycling to their workplace. The pilot project in the spring of 2004 proved this true, as over 30 people volunteered to take part in the program. The U of Cycling training covers cycling safety, bicycle repair and maintenance, cycling and the law, and route planning.

The program is based on the three pillars of sustainable development: health benefits for employees and increased overall business productivity; cost savings from leaving the car at home; and emissions reduced by removing the daily car commute.

With encouragement from Industry Canada, CfSC has now developed a full U of Cycling course and completed a private sector pilot with Nortel. When asked to evaluate the course, one student said, "Absolutely, a very worthwhile course. I picked up lots of useful tips and boosted my confidence of getting off the NCC paths and onto the roads. I would definitely recommend this course."

In addition to the course at Nortel, CfSC has a U of Cycling course scheduled with Industry Canada for later this summer.

Now that a core curriculum for the U of Cycling has been developed and evaluated, in the winter and spring of 2006 CfSC will be marketing the program to other businesses and government departments throughout the National Capital Region. If you would like more information or if you would like your workplace to participate, please contact Patrick Wray at (613) 567-1288 or promo@cfsc.ottawa.on.ca.



Back Page Gadget

By Charles Akben-Marchand
CfSC Volunteer

It's happened to the best of us—you bought more than you can fit in your panniers, and you left your bungees at home.

Well, there's an even better alternative that costs nothing: Used bicycle tubes.

Anyone who has ridden with HPVOoO knows how useful they are for tying down cargo, or for creating an ad-hoc light mount.

Just carry a used tube and a pair of scissors, and you can make whatever you need.

With tubes as cheap as they are, it's often easier to replace them than to patch them, so we must make sure they live full lives.

If you don't have any lying around, ask your local bike store or visit re-Cycles Bicycle Co-op.

Learning at Home is Great

Continued from Page 5

As noted above by Ian, participants of any home style CAN-BIKE course get to hone their skills in the very neighbourhoods they ride in all the time—a significant advantage, indeed.

Teaching cycling courses at home is not unusual for CfSC. It is the usual modus operandi with our Learn to Ride (LTR) courses. The difference is that the LTR is a one-on-one lesson for three hours, whereas other courses have up to six participants, and can span a number of hours or days.

If you're interested or have questions call Linda at 567-1288.

**Join Citizens for Safe Cycling and get
Chain Mail for free by mail or by e-mail
(see form on other side)**