

CHAINMAIL

The Newsletter of Citizens for Safe Cycling
Volume 26 Issue 3 – Fall 2010

Riding in Ottawa 2010: ‘Tour de Detours’!



We see a lot of the signs pictured above, as we cycle around town these days. So much extra construction is going on, as a result of the federal infrastructure program! Yet, the planners and contractors have, for too long, ignored how cyclists will cope during roadwork.

Citizens for Safe Cycling put construction detours in the spotlight this summer via our public lobbying for more attention to cyclist safety. Our action is making progress! For more on this story, see page 8: **Detours 2010.**

VOTE FOR BETTER CYCLING ON OCTOBER 25TH – See our website

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Mayoral candidates on cycling, environment

On Sunday September 26, the first mayoral candidates’ debate on the environment to be held in Ottawa took place. It was spearheaded by Ecology Ottawa with the support of CfSC and other local advocacy groups.

The format had a moderator posing questions that were either generated in advance by the sponsoring organizations or submitted by audience members. For fairness, each question was given to a different subset of the eight candidates in attendance, but the remainder had a chance to briefly weigh in during the rebuttal periods.



Some of the candidates in debate: (l-r) Andy Haydon, Charlie Taylor, Jim Watson, Cesar Bello, Larry O’Brien, Mike Maguire.
Photo: CfSC

A packed house heard candidate Jim Watson say, “I do want to thank Citizens for Safe Cycling for...a very thoughtful...eight- or nine-point plan that they've put together. I've met with a number of cycling advocates over the last couple of months. There are a lot of demands out there, and I think what they've been able to do is bring it down to a concise series of priorities, many of (which) are attainable.” Watson was referring to our ‘Cycling Platform’ that has been sent to all candidates for comment.

(Continued: p.4, ‘Debate’)

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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Contributions are welcomed. Text may be edited for style, length, and clarity. Please send submissions to editor@SafeCycling.ca

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The 2009-2010 board of directors of CfSC is composed of:

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Secretary: Alayne McGregor **Treasurer:** Peter Sloan

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For inquiries about CfSC membership, please send e-mail to Membership@SafeCycling.ca, or join using the form on p.4.

Harvest House Printing Services

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Harvest House is a treatment centre for drug and alcohol addiction.

All proceeds go towards helping a young man change his life.

City Hall Activities

Some exciting news has been coming out of Ottawa City Council lately. In a release issued on August 26, it was announced that the city and the NCC would partner to develop several pathway and corridor projects, including the following that will be part of the 2011 draft capital budget:

- Champagne/O-Train Corridor Pathway (parallels the O-Train corridor between the Ottawa River and Dow's Lake)
- Rideau River Western Pathway (Belmont Street to the Lees Campus of the University of Ottawa)
- Sawmill Creek/LRT Corridor Pathway (Brookfield Pathway to Walkley Road)
- Hampton Park Pathway (Sebring Avenue to Island Park/Merivale intersection)
- Aviation Parkway (Innes Road to Prescott-Russell Pathway Link)

The Sawmill Creek path will be a continuation of the path we described in the last Chain Mail. The Hampton Park link is one for which CfSC has been advocating over the past year or two.

Councillor Legendre now 'gets it'

Added to the above good news is that Rideau-Rockcliffe Councillor Jacques Legendre has been enlightened by his visit to Europe in June. (He



Jacques Legendre (right) speaks about European cycling, alongside the City of Ottawa team that went to Copenhagen.

Photo: CfSC

traveled in place of Mayor O'Brien as part of the NCC-Ottawa-Gatineau delegation at VeloCity in Copenhagen, Denmark, as well as cities in Germany
(Continued: p.4, 'City Hall')

CfSC President's message

By Hans Moor

What a spring and summer we had. The weather was absolutely wonderful for cycling and I even got out for the first time to cycle in Gatineau Park on a Sunday morning. The summer was great in other ways, too. I helped to organize the Holland portion of the NCC's European trip to introduce NCC CEO Marie Lemay and her fellow travelers to some real cycling-friendly cities. We also saw new bike paths announced. There was a speaker from the Netherlands who talked about bike rental by the Dutch Railways. He attracted over one hundred people, even though the event was announced only three days in advance. And we applaud again the hard work of Charles Akben-Marchand on another year of the Bluesfest bike parking service.



Photo: CfSC

Narrow rail underpass on Carling Avenue – hard problem!

Citizens for Safe Cycling was active in different ways: Alex deVries' website on Ottawa biking problems attracted attention. We had one dilemma though: what to do, now we had the inventory? We decided to put together two 'top-ten' problem lists—one with easy fixes and one with more difficult and more expensive issues to solve. We figured that, if we pick ten easy fixes, there can't be any excuse not to solve them. Agreeing on those top tens was not easy, but I am proud to say the whole board was behind the lists.

Earlier we marked a small success by reporting the dangerous situation at Carling Avenue, where cyclists and cars had to share the road on one single lane, due to simultaneous road and path construction. After a little convincing from us and at least one community association, both the City and the NCC followed up on our advice and placed detour route signs.

Sadly, we also lost cyclists. It is hard to accept that some of the cyclists are no longer among us.

Cyclists like you and me, who left home or work and never arrived. It is important to realize that it can happen to all of us, so cycle defensively. The memorial donations that came in after John Barton's death on August 15 were a sign to me that cycling is very much alive in our city—more than many people want to believe. We received donations from numerous sources, including people who didn't even know John. It was heart warming and encouraging for us to work towards safer cycling.

For work, I travel to different places in Canada once in a while. I have started to squeeze speaking engagements into my agenda on "*Cycling in the Netherlands*". I am fortunate that the management at work gives me some leeway to promote cycling. Recently, I was in Calgary and Regina. In Calgary, I spoke at the Main Library and, in Regina, I presented to a group of nearly 20 city councillors and city staff (parks, community services). Ten staff took me out for a bike ride around Regina the next day. Although the main topic is a 'ten-thousand-foot' overview of cycling practices and trends in the Netherlands, I also make a case for the (favourable) economic effects of cycling in general.

Naturally, the conversation eventually turns to the situation in Ottawa. I can only say that the audience in both cities was envious of the total cycling situation (advocacy, cooperation, and physical infrastructure) in Ottawa and the activities of CfSC. They loved our web site, they were amazed with Ottawabikingproblems.ca, and they were impressed with how we cooperate with city council and staff. I would like to share one comment with all of you that some people made out west: "*Inspiring*". Who would have thought CfSC is inspiring other Canadian cities?

I think that 2010 is the turn-around year for cycling in Ottawa. Those who ignore cycling are ignoring the fact that cycling is a trend that will not reverse. With record household debt levels, it will be hard to maintain the need for two cars. With a nationwide youth unemployment rate of over 16%, a chunk of the population has simply one means of transport left: the humble bicycle.

I hope you enjoy this issue of Chain Mail and, if you are a member, don't forget to come out to our AGM on November 2nd. (See our website and page 12 of this issue for details.) ♦

Letter to the Editor

For the Love of Bike...

I'm excited about the changes that CfSC is after: the creation of bike boxes at busy intersections, new bike lanes on busy or narrow roads, new bridges over the river and canal, and protocols for ensuring efficient detours. Being able to move smoothly and efficiently along with traffic makes cycling more enjoyable and a heck of a lot safer. I've used bike boxes in other cities; they provide a safe start, ahead of traffic and clear of drivers' blind spots. I was thinking, more folk might be encouraged onto their bikes if they see that cyclists can and do act in a safe manner, and that streets and vehicle drivers are cycle-friendly.

Ottawa is good biking territory and is surely, if slowly, getting better. My husband and I met on our bicycles at Strathcona Park and followed that with many midnight bike rides through the quiet streets of Sandy Hill. On a daily basis, I cycle to work, to the grocery store, the gym, or to meet friends, even on a Friday or Saturday night downtown. I like using my bike as my main transportation mode; it keeps me fit, happy, and alert and I find I move through traffic faster than if I was walking or taking the bus. I wouldn't mind if potholes were filled, bumpy pavement smoothed, and you know, I'd like to see signs on the road reminding cyclists and drivers to give each other the necessary room (3 feet) to share the roads safely.

City cycling conditions are near to me and important to my daily activities, so I'll be voting in the municipal elections this year.

Kimberly Forkes

Centretown, Ottawa

City Hall... (Continued from p.2)

and The Netherlands.) The councillor was so impressed by cycling in those lands that he appears to be morphing into a 'change agent' on Council.

Legendre raised a motion in August to propose a suite of measures for increasing and improving cycling in Ottawa. These ranged from financing and community design through to Official Plan and Transportation Master Plan changes. The motion later passed at full Council! Perhaps his excitement is rubbing off on some of his council colleagues who have not been all that supportive of cycling to date. If only he were running for re-election! ♦

Debate...(continued from p.1)

Councillor Clive Doucet promised more money and more efficient cycling links. "If I'm mayor, it's not going to be eighteen years to get a bridge at Fifth and Clegg, it's gonna be two years," referring to how long it took to get the Corktown Bridge approved and built. Mayor O'Brien asserted that the downtown Ottawa LRT tunnel would take buses off main streets in the core. As far as Andy Haydon is concerned about cycling, "We have to put safety first." ♦

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
Tommy and Lefebvre	10% off accessories and clothes
The Cyclery	10% off P&A
Valiquette's	20% off in-stock accessories

Become a Member Today!

Join today to get your Better Bicycling Kit containing lots of cycling info, including recent CfSC newsletters and a free Ottawa Cycling Map!

Send your form with cheque or money order to:

Citizens for Safe Cycling	<input type="checkbox"/> J'aimerais recevoir la
Box 248, Station B	documentation en français
Ottawa, ON, K1P 6C4	lorsqu'elle est disponible.

Name: _____

Address: _____

City: _____ Province: _____ Postal Code: _____

Tel: Home: _____ Work: _____

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 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: _____

Citizens For Safe Cycling

CfSC's 'Eye on Cycling Projects'

The route you choose to cycle will often depend on the road or path facilities available. Knowledge of where disruptions are occurring and where improvements have been made is important. We are issuing maps to highlight where things are happening or have been recently completed. In this issue, we focus on the south end, which, for this examination, covers roughly the area from Hunt Club Road to the southern city limits.

Turn to pages 6-7 for the map. We describe the various activities on this page and page 8. Use the call-out key (letter designations) to cross-reference with descriptions that are below.

A FERNBANK ROAD

Who: City of Ottawa When: 2011

Between Eagleson Road and Terry Fox Drive, the road will be rebuilt and widened to include paved shoulders or bike lanes.

B GREENBELT PATHWAY – BRUCE PIT SECTOR

Who: NCC When: Complete

As part of the NCC's bigger plan to make a continuous path through the Greenbelt from Shirley's Bay to Green's Creek, this missing link joins the existing Bruce Pit and Cedarview Road corridor path systems to Siskin Court and the path on the north side of West Hunt Club Road. Surface is stone dust.

C SW TRANSITWAY EXTENSION PATH - BARRHAVEN/LONGFIELDS SECTOR

Who: City of Ottawa When: 2010-2011



From the Oriska Way end, paved path currently extends as far south as the new Longfields Station, which is seen here under construction.
Photo: CfSC

The extension of the Southwest Transitway is enabling a parallel multi-use path from Fallowfield Station to Strandherd Station. One segment due for completion by next year is from Oriska to Berrigan. Also being added is a segment from the Fallowfield Park & Ride entrance running eastward beside Fallowfield Road for about 300 m to the Woodroffe Avenue intersection.

D GREENBELT PATHWAY – WOODROFFE-MERIVALE SECTOR

Who: NCC When: Complete

This stone dust path parallels the CN/Via Rail line for much of its length. Although completed around 2008, it still does not appear in NCC's printed 2010 "Biking Country" map or in its website interactive map. It is the first phase of a route from Woodroffe eastward to the Black Rapids Lock Station on the Rideau River. The second phase has to be coordinated with the city's widening of Prince of Wales Drive.

E WOODROFFE AVENUE PATH

Who: City of Ottawa When: 2010



Photo: CfSC

Supplementing the bike lanes on Woodroffe is a new multi-use path on the east side of the road from Fallowfield Rd south to Longfields Drive. It is a continuation of a path that already exists to the north of Fallowfield Rd that links to the Nepean Sportsplex and West Hunt Club Road paths. Longfields Drive is a neighbourhood collector with bike lanes along most of its length.

F RIVERSIDE PATH

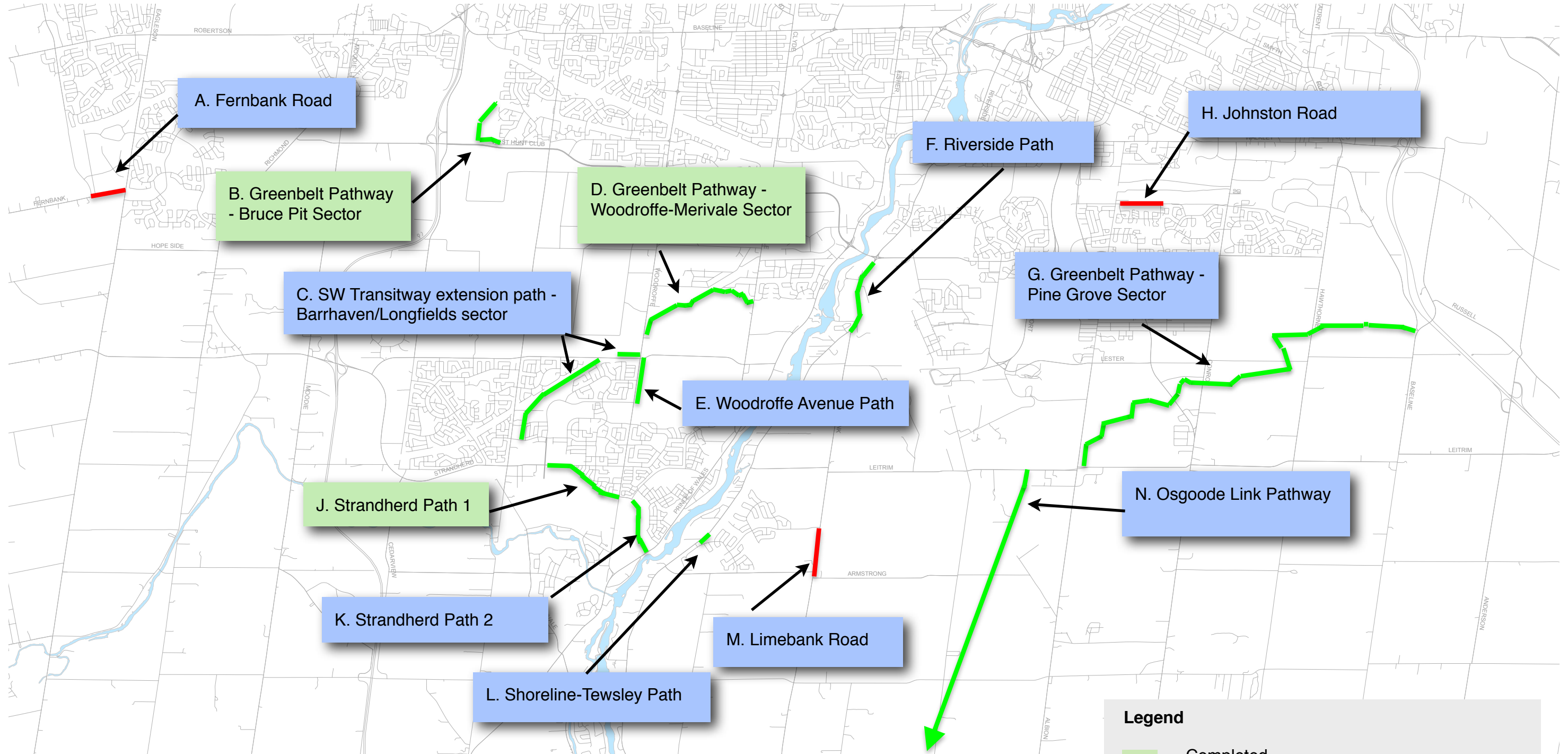
Who: City of Ottawa When: 2010

This multi-use path will be parallel to Riverside Drive, from 200 m south of Hunt Club Road to the River Road-Limebank Road intersection.




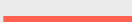
(Continued: p.8 'Projects')

2010 CfSC Eye on Cycling Projects

Part 3: South Map



Legend

	Completed 2008/09/10		Off-road facility
	Planned 2010/11		On-road facility



Projects... *(continued from p.5)***G GREENBELT PATHWAY – PINE GROVE SECTOR**

Who: NCC When: 2010-11

This part of the Greenbelt system will connect from Russell Road to the Albion-Leitrim intersection. Per the NCC: “Approximately 70% of the proposed pathway alignment will use existing forest access roads and trails through tree plantations. The remaining new linking sections have been designed with the objective of minimizing the impacts on identified significant vegetation and natural features.”

H JOHNSTON ROAD

Who: City of Ottawa When: 2010

The stretch from the west outlet of Tapiola Crescent to about 200 m east of the east outlet of Tapiola will receive paved shoulders.

J STRANDHERD PATH 1

Who: City of Ottawa When: Complete

This is a paved multi-use path on the south side of Strandherd Road from Longfields Drive to Woodroffe Avenue.

K STRANDHERD PATH 2

Who: City of Ottawa When: 2011

Here is another paved multi-use path adjacent to Strandherd Road, from Crestway Drive to Prince of Wales Drive. It will lead to the future bridge over the Rideau River.

L SHORELINE-TEWSLEY PATH

Who: City of Ottawa When: 2010

This little short cut between Shoreline Drive and Tewsley Drive at River Road is a stimulus project that will help Riverside South community cyclists and pedestrians alike.

M LIMEBANK ROAD

Who: City of Ottawa When: 2010/11

The road—in very bad shape with very little shoulder—is being rebuilt with bike lanes added. The distance is about 4 km, from Spratt Road to Earl Armstrong Road.

N OSGOODE LINK PATHWAY

Who: City of Ottawa When: 2010-11

The city owns this former rail corridor. A stone dust path approximately 10 km in length is being made between Leitrim Road and Buckles Street at the south end of the village of Osgoode. ♦

Detours 2010... *(continued from p.1)*

There were several construction projects affecting cyclists in a big way that community groups managed to influence for the betterment of cycling. CfSC had a hand in at least three of them.

The first project was the installation of sewer and water lines along Moodie Drive near 417. Road lane reductions made for a very narrow squeeze during the sewer pipe phase; southbound cyclists were particularly challenged. After our petitions to the project manager, the detour route during the watermain phase of construction included bike lanes marked on the pavement. (See photo, opposite.)

The second, and probably biggest, intervention involved a “perfect storm” of two projects. Carling Avenue watermain construction in the Bayshore area was underway when the NCC announced that they would close the Ottawa River Pathway from Carling to Britannia for two months for pavement widening.

Knowing how well the path is used, CfSC contacted the NCC and lobbied in the print, radio, and TV media for a formal detour to be established, so that cyclists would not stray unaware into the Carling mess. The NCC consulted with the City of Ottawa on detour protocols and the route we suggested was eventually accepted—primarily low-volume streets.

After this, the NCC was more sensitized to accommodating cyclists through construction. Their July news release about closure to eastbound traffic on the Rockcliffe Parkway for retaining wall rehabilitation referred specifically to cyclists, and posted signage was also directed to those on bikes.

Overall, the bad construction sites still outnumber the good ones. However, encouraging signs came recently from City Council. It directed staff “to develop a comprehensive cycling detour plan to be put into effect during road and pathway construction or maintenance to provide a safe and direct as possible alternate route for cyclists.” Transportation Committee Chair Councillor Maria McRae said that, by doing this, “the city is putting the needs of cyclists alongside those of motorists.”

If you see a bad construction zone, contact 3-1-1 and let us know at ottawabikingproblems.ca. ♦



Moodie Drive northbound near Timm Road. Not a perfect detour, but an improvement.
Photo: CfSC

Breaking news around town

Queensway-Carleton Hospital Path: The path alongside the west perimeter of the hospital campus has been re-routed. This path links the path and bike lane facilities in the Cedarview Road corridor with the Holly Acres Road and NCC Watts Creek pathways. Paving is complete. Other than some mud on the asphalt during landscaping, getting through should not present a problem.

Alexandra Bridge Path: Replacement of the deck's wooden planks has begun. The path appears to be open during the work but reduced in width.

Lyon Street: A new bicycle lane has just been painted for the southbound direction from Wellington Street to Arlington Avenue. ♦



New roundabout takes shape at St Joseph and Jeanne d'Arc in Orleans. This is one construction zone that is not (yet) cycle-friendly.
Photo: CfSC

MORE ABOUT BEAVER BARRACKS AT:
www.beaverbarracks.ca

Leave it to Beaver (Barracks) – a new concept in renting

Starting this October and November, the Centretown Citizens Ottawa Corporation (CCOC), a community-based non-profit organization, will be opening the doors to 160 innovative green bachelor, 1-, 2- and 3-bedroom apartments available for rent. Located right in Centretown, next to the Y and the Museum of Nature, the new Beaver Barracks housing complex emphasizes sustainable facilities, community engagement and sleek design. With loads of public transit options and oodles of shops, cafés, and restaurants just steps away, Beaver Barracks offers the best of urban living at an affordable price.



Photo: CCOC

One building in the Beaver Barracks complex (160 Argyle Ave.).

Using active transportation as your main means of getting around is easy and convenient at Beaver Barracks. With plenty of secure indoor bike parking, access to lots of public transport, and within easy walking distance of all your necessary amenities, it is easier than ever to make car ownership a thing of the past. And for those occasions when a car is a necessity, two VRTU Cars in the Beaver Barracks parking lot are available to tenants and community residents who are members of the car-sharing service.

And with so many other features making Beaver Barracks a healthy place for the planet—including geothermal heating and cooling, rooftop gardens and green roofs, energy efficient fixtures, powerful insulation, and compost stations—you can be sure that you will be leading the way in sustainable living. *Sylvie Trotter, Green Animator, CCOC* ♦

Active Through Streets

By Tom Trottier

Why don't people cycle more? Data from a 2003 Decima Research survey shows that 73% of Ottawa households have bicycles. But only 2% bike to work, and somewhat more to school.

The problem is that many people perceive cycling on busy streets to be stressful and potentially unsafe. Cycling on residential streets is very slow, tedious, and fatiguing due to the stop signs every block or two. There are no segregated bike lanes—yet. Cycling on paths is good, but only a small portion of Ottawa households can use paths for 90+% of their trip.

Other cities have devised a solution that serves cyclists, joggers, and walkers. It goes by several names:

- Berkeley Bicycle Boulevard
- Neighbourhood Greenway (Portland, Baltimore)
- Green Streets.

But these terms are fuzzy and inaccurate. The routes all are:

- Active – support active transportation, using your own feet;
- Through – have no stop signs (except where they meet), with signals or roundabouts at arterials; and
- Streets – they are ordinary streets, still used by cars, but adapted to promote active transportation.

So I call them *Active Through Streets*.

What is an *Active Through Street*?

It is a largely residential street. Commercial streets, with stores and businesses, have too much traffic, and too many people parking and pulling out from parking. They are not suitable for an *Active Through Street* because of the amount and nature of motor traffic.

All of the stop signs are changed to two-way stops facing the cross traffic. This avoids cyclists and joggers having to stop every block or two. This might lead to the street becoming too popular with drivers. In such case, blockages to cars are erected

such as planters which cause motorists to turn, while cyclists and joggers can continue straight.

Signals or roundabouts at arterials allow cyclists and pedestrians to cross arterials safely and with a minimum of delay or danger.

Distinctive signs and markings give priority to cyclists and joggers, and a slow speed limit is well signed. This tells motorists to take care and give way. Motorists are not banned, but they can use the street only to reach local destinations—not as an alternate route across the neighbourhood. The signs serve to tell the public that cyclists, joggers, and walkers are welcome here and catered to.

Signage also tells people where they are, via maps and route and directional signs. It's like a highway for people travelling by foot power.

Active Through Streets have pedestrian/cyclist-friendly features, like benches, water fountains, and such to encourage social enjoyment.

As a result, *Active Through Streets* are low-speed, low-volume streets which do not slow down or fatigue cyclists or joggers, and which serve as a sort of “neighbourhood main street” for pedestrians with a destination.

Goals

The main goal is to encourage more active transportation—cycling, walking, and jogging—by improving safety and efficiency. Not only will more people be attracted, but also existing cyclists and pedestrians can enjoy longer trips with less fatigue and stress. Having an *Active Through Street* means that pulling a trailer full of groceries or kids is easier and safer. The bicycle becomes a more useful tool.

More people cycling, walking, and jogging longer distances means healthier people, fewer greenhouse gas emissions, less pollution from motor vehicles, less pollution from brake wear, less noise from motor traffic, and a safer way to travel by foot power.

In the Ottawa Cycling Plan, Community Routes are planned for local destinations and to feed the Spine routes. *Active Through Streets* would change that somewhat by making an effort to connect up the Community Routes to form an alternate network of calmed streets for cyclists, joggers, and walkers.

Choosing a street

Ideally, it is a long residential street that connects up to other *Active Through Streets*, e.g. Community routes in the Ottawa Cycling Plan. It should have:

- Access to various local destinations like schools, parks, shopping, community centres
- Connections to other bike streets, bike lanes, paths, homes via residential streets

Roads to avoid:

- truck, transit routes - big vehicles, blind spots
- business and retail streets - many stops, parking movements

The objective is to create an alternative network of bike-and-walker-friendly streets that can take you anywhere in the city.

Getting there

Compared to paths or segregated lanes, *Active Through Streets* are cheap. Move some stop signs, put up some more signs, and use some paint and planters. The original street has already been paid for.

Politically, they are acceptable to business. No loss of parking spaces, not much disruption to motor traffic. However, they do change the neighbourhood. Local communities need to be brought in and agree on the best route for them and their neighbours. Emergency services have to sign off on any changes that obstruct ambulances or fire trucks.

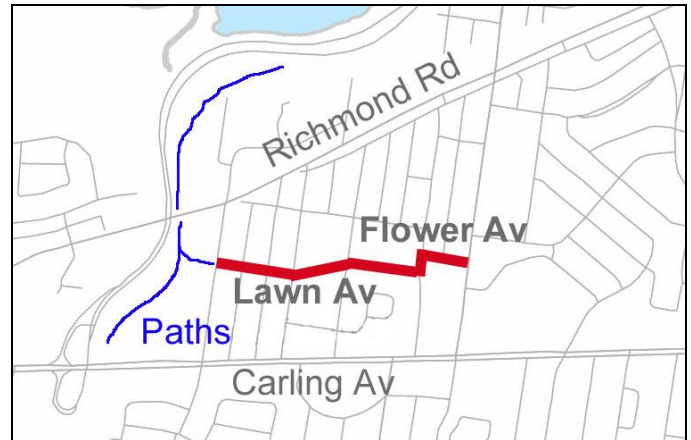
The only “bad” thing about them is that they need to be everywhere. There are many kilometres of street to be changed.

An example candidate

Woodpark Community Active Through Street would join the NCC Western Parkway corridor and Woodroffe Avenue, between Richmond Road and Carling Avenue. It would use Lawn Avenue, Ancaster Avenue, and Flower Avenue.

The advantages of this facility would be:

- Central to community
- Direct route to the Carlingwood mall and library branch or to NCC’s Pinecrest Creek Pathway and Lincoln Fields Transitway station



Example Active Through Street in red.

One wrinkle of this route is that, where it meets Woodroffe, there is only a stop sign. However, there are traffic signals 100 m to the north and south.

[Editor’s note: Travelling west to east from the NCC path you currently have to stop six times—at Edgeworth, Wentworth, Richardson, Woodland, Ancaster, and Flower!]

A network of Active Through Streets can

- Provide healthy, sustainable, efficient, and quick routes for cyclists and joggers
- Encourage more and longer pedestrian & cyclist trips
- Increase cyclists’ road skills, confidence in low-traffic environment
- Provide more safety for all at intersections
- Provide a pleasant neighbourhood axis. ♦



Almost there: The new NCC path alongside the Aviation Parkway has been extended south to Ogilvie Road.
Photo: CfSC

Citizens for Safe Cycling

Annual General Meeting

Tuesday November 2, 2010

Tom Brown Arena, 141 Bayview Rd., Ottawa

6pm: Doors open / **7pm:** Guest Speaker / **8pm:** AGM starts

This year's guest speaker:

Timo Perälä

“Winter Cycling in Finland”

All are welcome for this presentation



Most people in Canada think that our country is too cold and dangerous for cycling in winter. However, in Finland, cyclists cycle year round. At the beginning of CfSC's AGM, Timo Perälä from Oulu (65 degrees latitude), Finland, will present a study on winter cycling in Finland. The presentation will focus on the secrets of winter cycling in the city of Oulu and how to promote winter cycling.

About Timo:

Mr. Timo Perälä has been working on cycling promotion projects for several years. He lives in the city of Oulu, 600 km north of Helsinki. Oulu is well known for its extensive cycling network and for the high number of cyclists during the winter. Mr. Perälä is a keen winter cyclist himself and has done the only research in Finland about winter cycling. He has given presentations on winter cycling in several countries and at seminars such as PIARC winter road congress in 2002 in Sapporo, Japan, and VeloCity 2004 in Paris.

Timo's visit is made possible with the generous help of the Embassy of Finland in Ottawa and Member of Parliament for Ottawa-Centre, Paul Dewar.