

CHAINMAIL

The Newsletter of Citizens for Safe Cycling
Volume 27 Issue 1 – Winter 2011

City's CAN-BIKE course offerings set to expand for 2011

by Monja de Luca,
City of Ottawa - City Wide Sports

City Wide Sports will be offering 48 CAN-BIKE classes this year ranging from Kids CAN-BIKE to Cycling Skills for Seniors.

The courses we will be offering this year include:

- Kids CAN-BIKE
- CAN-BIKE for Teens
- CAN-BIKE Rural Cycling
- Commuter Traffic Skills
- Cycling Freedom for Women
- Cycling Skills for Seniors
- CAN-BIKE 1
- CAN-BIKE 2

For a description of the courses, please visit <http://www.canbike.net/>

We also hope to offer Learn to Ride lessons on a one-to-one basis for those residents who wish to learn how to ride a bike. For more information on these lessons, please contact City Wide Sports at 613-580-2854.

The reason for the increase in the number of courses offered this year is to educate more people on safe cycling. It is our hope to reach a wider cross-section of the public and help cyclists feel safer riding in traffic.

We have a strong group of instructors this year who are very experienced cyclists.

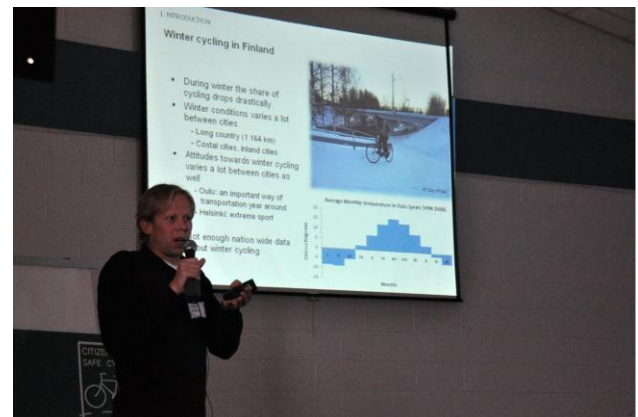
The CAN-BIKE courses are listed in the City of Ottawa Spring/Summer 2011 Recreation Guide, released on March 3, 2011.



You can also view the guide online at www.ottawa.ca.

CAN-BIKE will also be helping out with Bike to Work Month this May. There will be a kick-off event and some Lunch and Learn cycling information sessions over the course of the month. ♦

Winter Cycling: The Finnish perspective



Special guest speaker Timo Perälä from Oulu, Finland, gave an encouraging talk at our Annual General Meeting in November. The large audience heard how cycling has been turned into a viable year-round activity in his city of just under 140,000 people—despite being just south of the Arctic Circle!

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

- Acceptance of the responsible cyclist as a legitimate road user.
- Education of all cyclists to improved riding and traffic skills as part of their normal driving skills.
- Improved engineering to facilitate cyclist traffic, such as proper traffic control systems, adequate lane width, and sufficient parking.
- Legislation that is effective and enforced.
- Representation of cycling issues to all levels of government.

Opinions expressed in *Chain Mail* are those of the authors and do not necessarily reflect those of CfSC, its board, or its members. Reproduction is permitted, provided that both author and source credits are given.

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The 2010-2011 board of directors of CfSC is composed of:

President: Hans Moor **Vice-president:** Alex deVries

Secretary: Alayne McGregor **Treasurer:** Terry Evans

Past President: Tom Trotter

Directors-at-large: Nancy Biggs, Paul Clarke, Risa Sargent

For inquiries about CfSC membership, please send e-mail to Membership@SafeCycling.ca, or join on-line through our website or by using the form on p.5.

Correction: On page 8 of the Fall 2010 issue, we incorrectly gave the length of the Osgoode Link Pathway as 10 km. It should have read 21 km.

Harvest House Printing Services

Please contact:
Tom MekarSKI at
(613) 260-6458 or
hh13@magma.ca



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

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

Segregated bicycle lanes Laurier pilot project gets green light from Council



CfSC Vice-president Alex deVries makes presentation to Transportation Committee on February 2. Onlookers include: (l-r) Marc Jolicoeur (Vélo Québec), Colin Simpson (City of Ottawa), Charles Akben-Marchand (former CfSC President).

Photo: CfSC

As we go to press, Ottawa City Council has given approval for the segregated bike lane pilot project on Laurier Street West. The plan is to run a uni-directional lane on each side of Laurier between Bronson in the west and Elgin in the east.

This progressive step follows considerable lobbying by CfSC, Cycling Vision Ottawa, a number of community associations and others. A big push was on to bring out support for the pilot at the meeting of Transportation Committee on February 2. There was opposition to the pilot from representatives of several of the hotels along the route, and residents of condominium towers at the west end wanted the

(Continued: p.3, 'Laurier pilot')



Our new Board members: (left to right) Nancy Biggs, Terry Evans, and Risa Sargent

Photo: CfSC

CfSC President's message

By Hans Moor

During the initial years of my residency in Ottawa, I never really considered cycling in winter. I always joined the chorus of people who said that cycling in winter is too dangerous. However, a few winters ago, during the OC Transpo strike, I had no choice than to take the bike once in a while and, this winter, I have been waiting for buses for up to 30 minutes, only to see three arriving at the same time. Sounds familiar?

Time for change! Warmly dressed, I cycled from Nepean to downtown, and discovered I was actually dressed too warmly, even with the -32°C wind chill. And then I clued in that cycling is—in a way—not much different from cross-country skiing or skating. The latter two bring thousands of people out in winter. Think Winterlude or Gatineau Loppet. So would cycling in winter not be much more popular if the road conditions were better?

That said, it would be nice if we could copy Montreal's *Réseau Blanc* concept: the white network. Montreal maintains a core network for cyclists in winter time to encourage cyclists to bike year round. A local example: two winters ago, the Experimental Farm closed some entrances in winter and they stopped plowing Ash Lane, Cow Lane and McCooey Lane. I suspect because more cars started to take the Farm as a by-pass for Prince of Wales Drive. Wouldn't it be wonderful if the Farm could keep the gates closed for cars, but a lane clean for cycling to get across the Farm? The plow is out anyway, so the extra five minutes can't be much of a financial burden. I may have to dust off my wooden shoes and go for a chat with the farmers.

The Bank Street BIA report wrote about the long cold winters with temperatures dipping to -30°C as an argument that no one would use the Laurier bike lane. The reality is that the January daytime temperatures are just below -10°C. Others mention "winters of six months", which is greatly exaggerated, too. By the time it's mid February, the roads are often clean and dry again.

The winter is nearly over now and the graphs on our website show that some of you start cycling in March. Last year, the two CTAP counters (War Museum and Canal) registered nearly 20,000 bike trips in March.

This winter, I started my own "commute-a-thon": I cycled 15 minutes to Dow's Lake, locked the bike to a fence, clicked my long blades on my XC boots for a 20-minute skate to downtown, and then walked the last 13 minutes over Laurier to my office. On my way home, I did the opposite. How's that for bringing active transportation into practice? ♦

Laurier pilot...(continued from p.2)

project limited to between Bay and Elgin. A recently formed group called the Responsible Cycling Coalition argued against the entire pilot. Numerous delegations on both sides of the debate had a chance to speak, with the presentations going into the evening.

The committee voted unanimously to accept the plan as originally proposed by the staff. CfSC felt that extending to Bronson was important to fostering good links with Somerset Street West via the Cambridge-Primrose-Arthur route and with the Percy Street bike lane. We will be watching to see how ideas to connect Laurier to the Ottawa River Pathway area will roll out.

The motion to accept the staff report and to proceed with the pilot was carried by City Council on February 23. Mayor Jim Watson said, "I would hope that we move forward on this. We've talked about it for years. It's time to put the talk into action." The only dissenting councillors were Hubley and Blais.

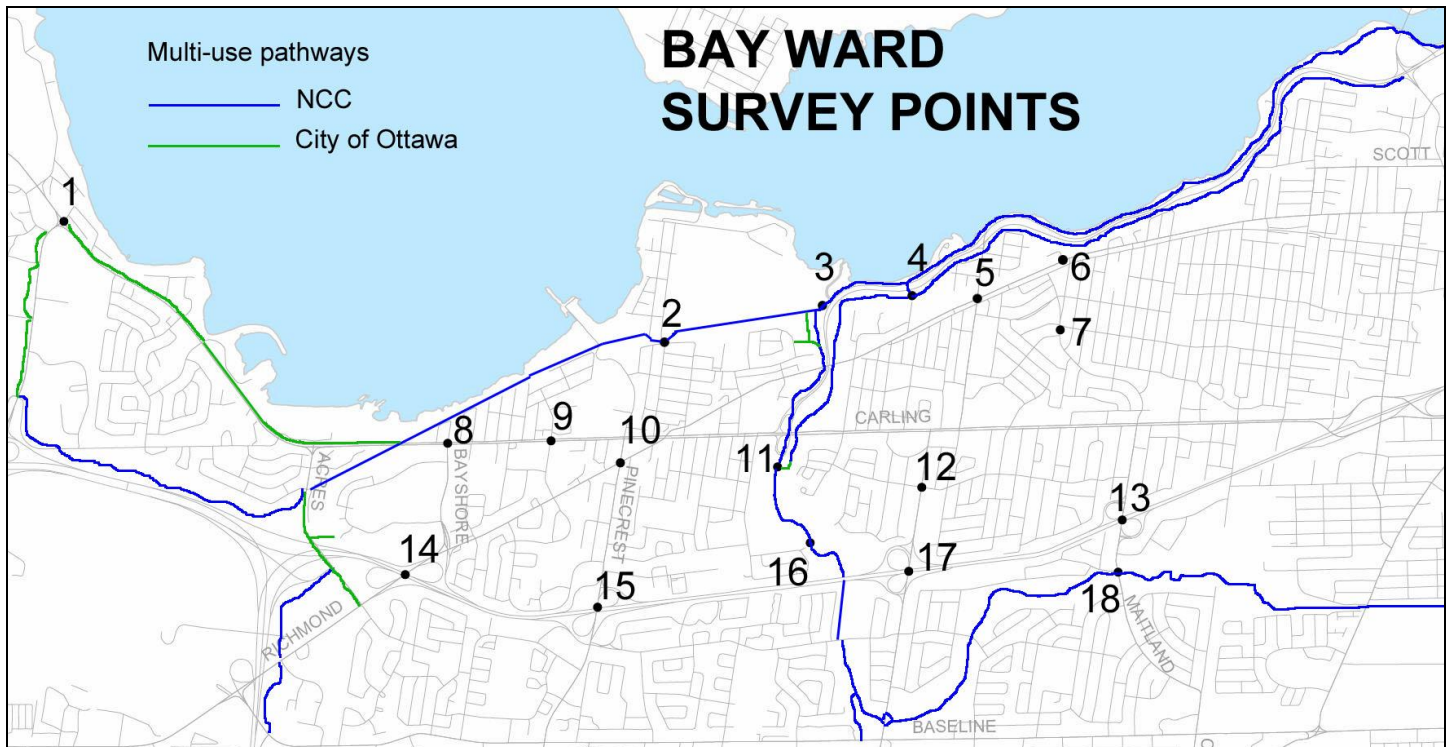
There remains one more hurdle: this project is subject to funding approval in the 2011 budget, and so the budget review in early March will decide its fate. ♦

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



CfSC member surveys Bay Ward cycling patterns

By Peter Brebner

In the fall of 2010, I spent a number of mornings sitting for an hour alongside various roads and paths, between 7 and 8 AM. I was counting cyclists because I had read the various city reports and I was not satisfied with the information that the city had about cycling, especially in my neighbourhood. I decided to do a survey that gathered more than what the city collects. I wanted to see where people were cycling, what gender they were, direction of travel, how cycling was impeded, where people did not cycle and how well cyclists obeyed the rules of the road.

I can now quantify cycling activity in Bay Ward. I counted 403 cyclists at the 18 locations, ranging anywhere from three per hour at one location to 145 per hour at another location. Cyclists rely heavily on the NCC pathways for commuting rather than city streets by a ratio of 3 to 1. Gender came out to a male-to-female ratio of 9 to 1. About 54% of cyclists were heading into the city core, 40% were heading west and 6% were undetermined direction. Some locations were impeded by road construction, while other locations had high volumes of auto traffic, most likely exceeding posted speed limits as it was rush hour, and other locations near the 417

had a network of auto-oriented roads that made cycling difficult to negotiate safely. These locations had the lowest rankings in cyclist counts in the survey, except one. Illegal cycling behaviour observed was primarily that of cycling on sidewalks, and that occurred where there was road construction, high volumes of fast moving cars and proximity to the 417. Where there was cycling infrastructure, I did not observe sidewalk cycling. One surprise was discovering the high numbers of students who passed two of the observation locations, most probably going to the schools on Woodroffe, north of Carlingwood and cycling over the 417 on Maitland to reach schools on the south side of the 417.

This was an exploratory survey and, although there were no earth shattering discoveries, it was a start in observing the state of cycling in a suburb of Ottawa. I will expand this survey in 2011 to cover some more locations, to do full-day counts at selected locations, to examine school-age cycling at the two locations found and to do counts on weekends to get a bigger picture of cycling in Bay Ward. If anyone is interested in lending a hand, I can provide a quick tutorial and the tally sheets that I use. Please contact me at: breb@cyberus.ca. ♦

Editor's note: Peter, who resides in and runs a business in Bay Ward, is now CfSC's Ward Advocate for that ward.

The Bay Ward survey points:

1. Carling at Moodie
2. Ottawa River Pathway at Britannia/Howe
3. Ottawa River Pathway at Pinecrest Creek
4. Ottawa River Pathway at New Orchard
5. Richmond at Woodroffe
6. Richmond at Cleary
7. Sherbourne at Dovercourt/Saville Row
8. Carling at Bayshore
9. Carling at Grenon
10. Pinecrest at Richmond
11. Pinecrest Creek Pathway at Sackville footbridge
12. Woodroffe at Lenester/Georgina
13. Maitland at 417
14. Richmond at 417
15. Pinecrest at 417
16. Pinecrest Creek Pathway at Hanlon link
17. Woodroffe at 417
18. Maitland at NCC Capital Pathway

Recent news around town

City of Ottawa Bike Map: The new map—first one since 2006—is in the final stages of preparation. CfSC volunteers had a brief chance to review a draft in January and gave feedback. It should be available starting this spring.

Itsy-BIXI teeny-weeny: A widespread program of bike sharing in the Capital Region (à la Montreal's system) will not be realized this year. The NCC has just announced plans to run a small-scale service of 100 bikes spread over 10 rental stations. This will begin operation in May. The NCC had previously expressed hopes that the City of Ottawa and la Ville de Gatineau would cost-share to permit a 500-bike service. However, no financial commitment has been made from either city—for 2011, at least.

OttawaBikingProblems.ca wins: The website set up by Alex deVries with CfSC support has won recognition in the Apps4Ottawa contest. As announced at the Feb 15, 2011, Awards Ceremony, Alex won the top prize for the Community Building category.

The website continues to evolve. Keep checking it for information pertaining to your cycling route(s). If you know of a problem that is not yet documented, please post it. You can also watch for development and publicity of a new "Top Ten" list of things needing the most attention as the city decision makers begin planning the 2012 budget. ♦

Finnish ...(continued from p.1)

Some interesting things to note about Oulu:

- Cycling and pedestrian routes have higher priority for winter maintenance than motor vehicle routes.
- These routes are cleared by 7:00 a.m., so that they can be used for morning commuting.
- Grit is used for traction instead of salt, so that corrosive effects of the latter are minimized for the bicycles.
- The cycling and pedestrian routes have underpasses where they meet roadways!
- The cycling/pedestrian network, over 600 km in length, is lit at night! ♦



Timo presents to the large gathering of about 100, including MP Paul Dewar.

Photo: CfSC

Become a Member Today!

It's now easy via our website! Just go to

www.safecycling.ca/join/order.php

If you don't have internet access, use this form.

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

J'aimeais recevoir la
documentation en français
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'

1) 2010 results review

Last year, *Chain Mail* provided in its pages a series of maps to examine upcoming cycling infrastructure work by both the City of Ottawa and the National Capital Commission. We thought it now appropriate to report on some of the projects that were actually completed.

A number of the things that were expected to be done were delayed. Much of this was due to the city staff members being so busy trying to complete federally funded stimulus infrastructure projects in time for the March 2011 deadline.

In some cases, road rehabilitation did not take the expected form of repaving—in which bike lanes or paved shoulders could be added—but rather a micro-surface treatment in which an asphalt-based spray or slurry is overlaid to cover cracks and holes in an effort to preserve the existing pavement. So, although the city may have managed to reduce cost, cycling along the particular route may not be improved and, with the roughness of some slurries, may even be made less comfortable.

Highlighted completions:

NCC Ottawa River Pathway – the stretch from Carling Avenue to Britannia Road was completely redone to bring it up to the current standard of 3 metres in width.

Sawmill Creek Pathway – off-road link between Hunt Club Road and Walkley Road.

Aviation Parkway Path – pathway extended from Montreal Road to Ogilvie Road.

Heart of Orleans Roundabout – multi-lane roundabout at St-Joseph and Jeanne d'Arc. Not a cycling project *per se*, but could affect cyclists. We'll know, once more people are riding in spring.

Osgoode Link Multi-use Pathway – stone-dust-surfaced off-road route from southern edge of Village of Osgoode to Leitrim Road.

2) 2011 Budget Outlook

Much of the money for cycling work appears to be earmarked for the downtown segregated lanes pilot. The funds for remaining projects are being capped at \$801K in the draft budget released in January.

As a result, only a few projects made it into the draft 2011 transportation spending plan:

- Western Cycling Corridor – Phase 1 – Scott Street – Bike Lanes.
- Eastern Cycling Corridor – Phase 1 – St. Patrick, Beechwood, Hemlock – Bike Lanes, etc.
- Cycling Safety Intersection Improvements – Phase 1
- Bay Street Bike Box and Wellington-to-Portage-Bridge Cycling Improvements

Keep watch for what ends up in the final version. ♦



Before...



and after widening of the Ottawa River Pathway. (CfSC photos)

PUT YOURSELF IN THE PICTURE – Help Citizens for Safe Cycling with its public outreach



WANTED: Volunteers. Come out, lend a hand at our information booth during one of the upcoming local fairs and other events, and help your fellow cyclists. Maybe you'll even convince someone new to try two-wheeled transportation!

If you can help, please send an e-mail to info@safecycling.ca, or come out to one of our monthly Advocacy meetings. (Meeting calendar available on our website: www.safecycling.ca.)

Out & About



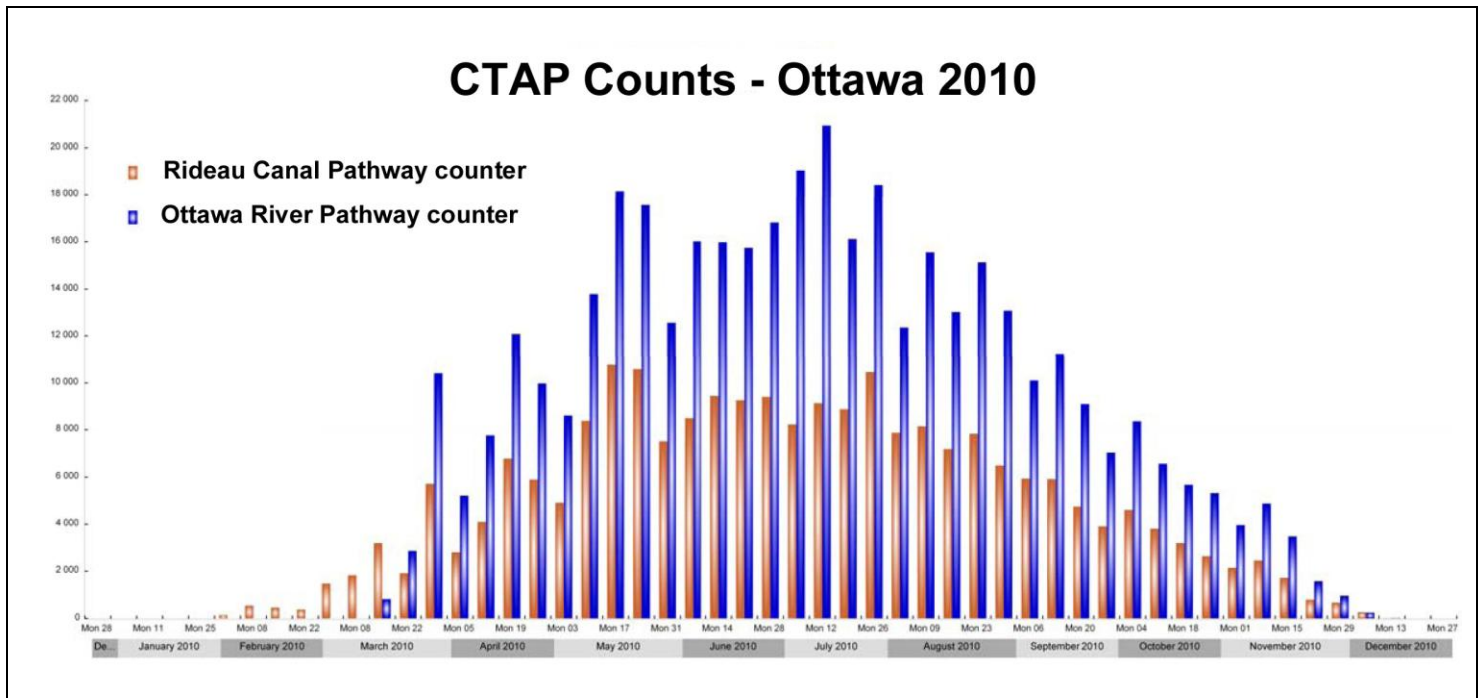
'Guess this guy couldn't stand on his head while holding his bike in the air, and so he just ignored the sign....

Photo: CfSC



Even traditional apartments can offer cycling amenities. This public-use rack outside one low-rise building in Ottawa demonstrates a progressive-thinking landlord!

Photo: CfSC



Cycling Trends Analysis Project (CTAP) forges ahead

One of the major achievements of 2010 for CfSC was to put two more automated bicycle counters in service on popular pathway routes in the city. Shown above is the graph of the weekly cyclist counts at the two locations. Our first counter, on the path just to the south of the Alexandra Bridge, was disrupted by bridge work for a large portion of the year, and so its results are not included in the chart. The total number of cycling trips was around 655,000. It is astounding to see numbers in excess of 20,000 cyclists passing by the old Prince of Wales rail bridge along the Ottawa River in just one week in July!

Our partners may expand the number of counters this year. The City of Ottawa could incorporate units on Laurier Avenue as part of the Segregated East-West Bike Lane Pilot Project along that street, and on Somerset Street West as part of the integrated road-sewer-water project there. Further, with NCC approval we may see a counter on the Portage Bridge path.

Having these counts really helps to build a case for increased cycling infrastructure in Ottawa. ♦



Road construction encroachments on the multi-use path prevented reliable data from being gathered at the Alexandra Bridge CTAP location for much of 2010.
Photos: CfSC