

CHAINMAIL

The Newsletter of Citizens for Safe Cycling
Volume 28 Issue 1 – Winter 2012

First annual CfSC Winter Bike Parade

On Sunday January 22, 2011, Citizens for Safe Cycling held its first Winter Bike Parade. The idea was to celebrate year-round cycling and particularly to make use



Photo: Simone Rivers/CfSC

of the new Laurier Avenue segregated bike lanes (SBL). This is the first winter that these lanes have been open for use by Ottawans, as part of the two-year SBL pilot project undertaken by the city.



Photo: Clarke/CfSC

We even convinced city councillor Mathieu Fleury (above, being interviewed for TV) to ride in the parade along with about 50 other participants. For more stories and photos, please see our website: SafeCycling.ca. ♦



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Local cycling community gathers at our 2011 AGM



See pages 4-5 Photo: Clarke/CfSC

City bike map 2011-12 now out

Ottawa has released the updated city bike map. It is available for \$2 at various outlets. We hope to have some to re-sell also. ♦

Bike licensing not worthwhile, city concludes

Based on an inquiry from Councillor Bob Monnette last summer, City of Ottawa staff undertook a study into the licensing of bicycles. The staff report in response to the inquiry was issued in January. No further action appears to be scheduled, because of the findings.

Essentially, staff said it would be a bad idea, for the following reasons:

- cost (it would cost a minimum of \$100K/year and generate only \$30-40K)
 - staff time: 8-10 bylaw officers would have to be dedicated to enforcement (not included in the above cost)
 - it would discourage cycling when the City is trying to encourage it
 - the number of bicycles that would need to be licensed is significant: more than 750,000 bicycles in Ottawa alone
 - there would be "significant complexities in administering and enforcing licensing for non-residents", particularly since Gatineau cyclists ride here often.
- (Continued: p.6 'Licensing')*

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 (Paul Clarke)

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

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

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

Directors-at-large: Nancy Biggs, Paul Clarke, Schuyler Playford, Simone Rivers, 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 page 6.

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

Harvest House Printing Services

Please contact:
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(613) 260-6458 or
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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.

CfSC's new home



On October 22, 2011, CfSC took up residence in its new quarters in Hintonburg. Our records and outreach materials had been housed in a self-storage locker for a few years since we vacated our Bank St. office. When the opportunity arose to move into a more inviting location—a one-room office for all our files plus storage for our booth trailer downstairs—we jumped at the chance. We gain access to a separate conference room in which to hold our evening meetings, rather than always having to search for available space at community centres.

We are co-located with Causeway Foundation in a former school building with a lot of character. It dates back to 1909, but has been modernized and refitted for its tenants' needs. Several of Causeway's projects—Cycle Salvation and Right Bike—have synergy with our goal to get more people riding bikes. (CausewayWorkCentre.org) ♦



Our new board members—Simone Rivers, Membership Chair (l), and Schuyler Playford, Member-at-Large—welcome you to our new office/storage space in the Causeway Work Centre building.
Photos this page: Clarke/CfSC

CfSC President's message

By Hans Moor

On January 31st, I was invited by Olivia Chow, NDP MP for Trinity-Spadina, to talk about the issue of truck side guards and to give an update on cycling in Ottawa. Ms. Chow has been campaigning for side guards on trucks, as the large open space between the sets of wheels at the front of a truck and the wheels at the back pose a danger for cyclists. She has been advocating for their introduction in Canada in the form of three bills in the House of Commons, the most recent being [Bill C-344 that she introduced in November](#).

I do not often meet with MPs, so I thought I better read up on side guards over the weekend as the invitation was on short notice. Coincidentally, the CfSC board had discussed her request to support the introduction of side guards and decided to support it earlier that week.

I discovered that the Netherlands had introduced legislation 'open rack' side guards in 1995 to be phased in over the following years after 1995. In the late nineties, they tested solid side guards. It turns out that solid guards give a 2 to 5% fuel advantage, there was virtually no mention of extra side wind sensitivity, and 90% of the drivers were happy with it. Mechanics added they'd like to add hinges to it, for easy maintenance. Overall, there were no complaints from the truck drivers.

While researching, I also stumbled on traffic facilities in several countries and provinces. The UK, the Netherlands and Sweden are in a virtual tie for safest countries in the world in terms of traffic deaths: approximately 3.8 deaths per 100,000 people. Canada has about one and a half times as many traffic deaths as those three countries per 100,000 people. What was shocking to discover was that Saskatchewan's numbers are comparable with Greece's: about 14 per 100,000 people.

The Canadian Trucking Alliance indicated that they were not convinced side guards would help; they were more in favour of bike lanes, education and awareness. Fortunately Ms. Chow is also talking to the Trucking Alliance to bring them on board and the truckers have already indicated that cost is not the problem. That came as a bit of a surprise to me, because increased cost would be undesirable if it makes a company less competitive. They also argued that trucks don't come downtown, which is

not entirely true: think Rideau Street and Preston Street, to name but a few.



In addition to the work with federal representatives such as that mentioned on this page, Hans Moor and CfSC also keep in touch with Ontario parliamentarians about cycling issues. Most aspects of transportation are governed by provincial legislation. Moreover, Bob Chiarelli, local MPP for Ottawa West-Nepean, was recently appointed as the new Minister of Transportation by Premier McGuinty. Here, Hans is seen speaking with MPP (Ottawa-Centre) Yasir Naqvi, who kindly dropped in on our Annual General Meeting in November 2011.
Photo: Clarke/CfSC

Improving traffic safety is an important step to increase cycling, as many potential cyclists indicate they are nervous about cycling in traffic. Although that is a bit of a false fear, you might be somewhat overwhelmed when you start out cycling (again). Fortunately, the City offers courses through the CAN-BIKE program. The CAN-BIKE courses are offered at different levels, and even experienced cyclists can benefit from learning bike handling skills to avoid falls and collisions. The newly revamped City of Ottawa web site makes it very easy to find, via the path: [Home](#) > [Roads and Transportation](#) > [Cycling](#) > [Cycling safety](#) > Skills and Training. The direct link is: http://ottawa.ca/en/roads_trans/cycling/safety/skills/index.html)

Ms. Chow, her staff and I also compared notes on cycling in Canada and Ottawa in general and brainstormed a bit if she could play a role at the [Velo-city Global](#) event in Vancouver in June 2012. I left behind some documentation on side guard research in the Netherlands and some links and names for further research. I promised Ms. Chow to ask our members to contact their MPs to ask to support the Bill for side guards. To get up to speed, read more on www.safetrucks.ca. ♦

Highlights from the CfSC Annual General Meeting – Nov 1, 2011

Organizing an AGM doesn't have to be much work if you start in time. But time flies and all of a sudden we found ourselves in the summer of 2011 already and we didn't have a speaker yet. So calls went out to Vancouver, where cyclists pointed us to Seattle and eventually we got a recommendation to invite Hayley Richardson from the City of Bellevue, WA. We also decided to change the food. Pizza and pop don't really go together with cycling advocacy, we thought. This coincided with the move of our storage location to Causeway Work Centre's building, which happens to be only a couple of blocks from Tom Brown Arena where we hold the AGM. Causeway runs a number of social enterprises, Krackers Katering being one of them, and so we ordered wraps and salad. We also asked Apartment613 and Liisa from CitizenCycle to blog and we had set aside the hashtag #ottbike11.

(Continued, next page)



Hayley Richardson was our guest speaker on the topic "Telling bicycle stories – Using social media to build coalitions, generate enthusiasm and sweeten the real-life ride"



President Hans Moor gets the meeting started.



Great food from Krackers Katering, and Bridgehead coffee.



CfSC's Risa Sargent presents thank-you gifts to Hayley.



About 100 people attended for the speakers who kicked off the evening. In addition to Hayley Richardson, we heard from Colin Simpson and Zlatko Krstulich from the City of Ottawa and Charles Akben-Marchand on behalf of RescueBronson.

Photos: Clarke/CfSC



Bicycles for Humanity. (www.b4hottawa.org)



The Otesha Project (www.otesha.ca)



Right Bike Bicycle Sharing Project (rightbike.org)

AGM...(continued)

We said goodbye to departing Board members Tom and Rob and welcomed Schuyler and Simone.

This page highlights some of the other cycling organizations that helped to make the night a big success. ♦



Human Powered Vehicle Operators of Ottawa (HPVOoO) (hpv.tricolour.net/)

Photos: Clarke/CJSC

Looking ahead to AGM 2012

For our next AGM, we have set a date (Tuesday October 16, Tom Brown Arena, details to follow) and we already have a guest speaker lined up, this year with support of the German Embassy. We have invited **Ralph Buehler, PhD**, Assistant Professor in Urban Affairs & Planning and a Faculty Fellow with the Metropolitan Institute at Virginia Tech's Alexandria Center.



Photo: Ralph Buehler

One of Dr. Buehler's recently published articles was titled *Cycling to Work in 90 Large American Cities: New Evidence on the Role of Bike Paths and Lanes*. See his blog at <http://ralphbu.wordpress.com>. ♦

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IKEA continues pro-cycling stance with new store



Photo: Clarke/CfSC

Home furnishings retailer IKEA once again demonstrates its Swedish pedigree in supporting the environment and green transportation. Its newly opened Ottawa outlet provides even more covered bicycle parking spaces than the one it has replaced.

The giant new showroom—now the largest IKEA in Canada—has several bike parking areas underneath the structure that are conveniently placed next to store entrances. It feels almost as if you are parking indoors. Yet, because of the design of the building, you are at grade level rather than underground.

Chain Mail counted spaces to park over 50 bikes, spread into four zones with generous clearance around them. So, you could conceivably bring a cargo bike or trailer for taking somewhat larger purchases back home. The racks themselves are a style not often seen around this city, resembling a large coiled spring. Send us your feedback on them.

This facility must rank as the finest bike parking for retail customers in all of Ottawa. And you don't even have to assemble the racks yourself! ♦

Licensing...(continued from p.1)

These are all the same sensible reasons that cycling advocates have been noting for years, but it's good to see staff agree with them. The report does note that "there may be some potential value in the development of a voluntary bicycle registration program—the principal purpose of which would be to deter bicycle theft and facilitate the return of recovered bicycles to their rightful owners—[but] such a program would also require human and financial resources to establish and maintain."

(With contributions from Alayne McGregor) ♦

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



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Are you... Joining or Renewing?

Please select one membership option:

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

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

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Please contact me about volunteer opportunities

Please send newsletters by e-mail when possible

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

Any cycling comments/concerns? _____

*Household Memberships Only:

2nd Member's Name: _____

2nd Member's E-mail: _____

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

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

DISCOUNTS FOR CfSC MEMBERS

Bicycle shops that offer discounts to CfSC members:

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

Bushtukah 10% off P&A and clothes

Fresh Air Experience 10% off P&A and clothes, and

5% off bikes

Full Cycle 10% off P&A

Joe Mamma Urban Cycles 10% off P&A

Kunstadt Sports 10% off P&A and clothes

McCrank's Cycles 10% off P&A

Orleans Cycles 10% off P&A

Rebec and Kroes 10% off P&A and clothes

Tall Tree Cycles 10% off P&A

The Cyclery 10% off P&A

Tommy and Lefebvre 10% off accessories and clothes

Help wanted

We're in need of people to periodically upload data from our automated bicycle counters on pathways. If you can help, contact president@safecycling.ca. ♦

Timmermans Fund will support CAN-BIKE courses in schools

Citizens for Safe Cycling is partnering with Green Communities Canada and its School Travel Planning (STP) project to bring cycling skills training to students in several local schools.

CfSC is committing \$2000 toward this program, of which \$1500 will be financed from its Bruce Timmermans Fund and \$500 from other reserves. This will close out the Fund, which was created in memory of CfSC founding member and long-time local cycling advocate Bruce Timmermans. The money held in the fund was earmarked for cycling education for children.

STP is a community-based process that has been used with success in other cities and countries to increase the number of families choosing to walk and cycle for the journey to and from school. The Ottawa STP project is facilitated by Green Communities Canada, a non-profit organization with many years of experience working with schools across Ontario to promote active transportation. It is approved and supported by all school boards, the City of Ottawa, Ottawa Police Service and the Ottawa Safety Council. STP was introduced to ten schools (eight elementary, two secondary) in 2009-2011. For 2011-2013, it will expand to an additional eight elementary and six secondary schools.

Funds going to the CAN-BIKE training will be used to subsidize students who, as identified by their principals, would not otherwise have the financial means to participate. ♦



People have commented that the bike lanes on Laurier Avenue West are being cleared of snow better than the sidewalks.

Photo: Clarke/CfSC

No large e-bikes on NCC paths

The National Capital Commission (NCC) announced in December that large scooter-type bicycles will not be allowed on its network of multi-use pathways. This decision followed public consultations during the spring of 2011.

Unless your e-bike looks like a bike, it should not be on the path. The heavy two-wheeled scooters with no pedals or useless pedals—and many of which have a front fairing—are no longer welcome. Exempt from the ruling are three- and four-wheeled scooters—commonly referred to as ‘mobility scooters’—and electric wheelchairs.

The two-wheeled electric scooters will be permitted in bike lanes on NCC-owned roads. ♦



The City of Ottawa has been making strides toward covered bicycle parking. Last fall, structures were erected to put a clear canopy over bike parking at numerous Transitway stations. The example above is at Lincoln Fields.

Photo: Clarke/CfSC

Bike counter update

Who says that Ottawans don't cycle in winter? In December, the bike counters on Laurier Avenue near Metcalfe Street counted no less than approximately 10,000 bike trips. In January, the numbers were lower, but the counter still recorded around 5000 bike trips. On another note: by the end of February the counter, available on line at <http://public.visio-tools.com/?U15G1061058>, will likely be counting its 200,000th trip since July 1, 2011, which elevates the Laurier bike lanes to levels equal to some of Vancouver's numbers. Did you know that CfSC helped pay for the counters? ♦

RCAC proposes snow clearing priority scheme for bike routes

The City's Roads and Cycling Advisory Committee (RCAC) has been developing a strategy for making winter cycling easier in the heart of downtown and in approach routes to and across the core.

The plan, called the 'White Route', identifies important streets for receiving a higher class of maintenance during the winter season. Some routes would, for instance, allow better two-wheeled access to the Laurier Avenue West bike lanes.

Ottawa road maintenance classes range from Class 1 (the highest, for certain main streets and the Transitway) to Class 5 (the lowest, for local residential streets). An example to assist cyclists would be to step up Somerset Street East and Range Road from the current Class 5 status to Class 3.

Since there would be a cost impact to increase plowing/salting frequency, RCAC is pushing for funds to be committed in the next city budget. ♦

In brief

More BIXI bikes coming this year



Photo: Moor/CfSC

At the end of January, National Capital Commission CEO Marie LeMay informed the NCC Board of directors that our region is going to get eight more Bixi bicycle sharing stations in Ottawa. Although 23,000 [Capital Bixi](#) bike trips were counted last summer and the project was profitable, these additional stations will move the system toward a truly usable scale, such as exists in Montreal. There is no word on where they will be placed yet, but one possible candidate could be Laurier Avenue West.

Pedestrian-cyclist bridge over Rideau River approved

Ottawa City Council approved the routing of a multi-use pathway crossing of the Rideau River at its December 14, 2011, meeting. This followed an Environmental Assessment study that considered a number of options and made a recommendation on the best location. The crossing will take the form of a bridge between Somerset Street East and Donald Street. This would provide a welcome alternative to the busy and steep Cummings Bridge road crossing.

The cost to construct the bridge and associated links at the two ends is estimated at \$7 Million. However, the money has yet to be committed in city budgets.

Driver jailed for hit and run on 'Kanata Five'

Sommit Luangpakham, convicted on five counts each of dangerous driving causing bodily harm and leaving the scene of a 2009 accident involving cyclists, was sentenced on January 9. He will serve two years less a day—and a one-year driving ban, once released—for mowing down five cyclists who were riding in a bicycle lane on March Road. The cyclists, dubbed the 'Kanata Five', suffered extensive physical injuries that still impact their lives today, to say nothing of their emotional trauma.

Are you ready to rumble? Cyclists say "NO!"

Rumble strips—grooved pavement at the edge of higher-speed roads to alert motorists when they stray onto the shoulder—have been identified as a cycling hazard by many cycling groups in North America.

Unfortunately, City Council endorsed a "Safer Roads Ottawa" program this fall which, besides many good proposals, also included installing rumble strips on suburban and rural roads.

Although a number of cyclists objected, the first rumble strips were installed this fall on Blair Road, and on the Innes-Blackburn bypass, where they push cyclists further out in the right lane on a very high-speed road.

Your feedback on these stories is welcomed

Please submit letters to the editor, via editor@safecycling.ca.