

# CHAIN MAIL

Spring 2009

The Newsletter of Citizens for Safe Cycling  
Volume 25 Issue 1

## Portage and Wellington

Many cyclists commuting downtown from the west-end of Ottawa take advantage of the NCC Ottawa River Parkway for a good portion of their commute; and will consider the 'last stretch' around the Archives to be the most challenging to navigate safely.



westbound on the Parkway, or on the Parkway a short distance to meet the NCC Pathway just west of the former Mill Restaurant. CfSC will also be asking the City and NCC to consider bike pockets and Bike boxes to assist the Cyclist in making safe turning movements – especially during the congested rush hours.



The NCC is well aware of the challenges and issues around this area- and have long range plans to completely re-do the area into what is referred to as a 'major node', with monuments etc- such a vast change takes money- and none is budgeted; so a wholesale re-work could be decades away- if ever.

The many issues involving that section of the Pathways system have been discussed by CfSC with the NCC, and we are happy to note that a number of significant improvements are under review- and most encouraging of all, these improvements may be accomplished over the next few years.

In the short term plans;

- A bike lane (1.5m in width) on Wellington starting at Bay, and running to meet the existing path which ends on the south end of the Portage Bridge.
- Pedestrian crossings (with lights) from both sides of the Portage/Wellington intersection, to the south side of the river parkway.

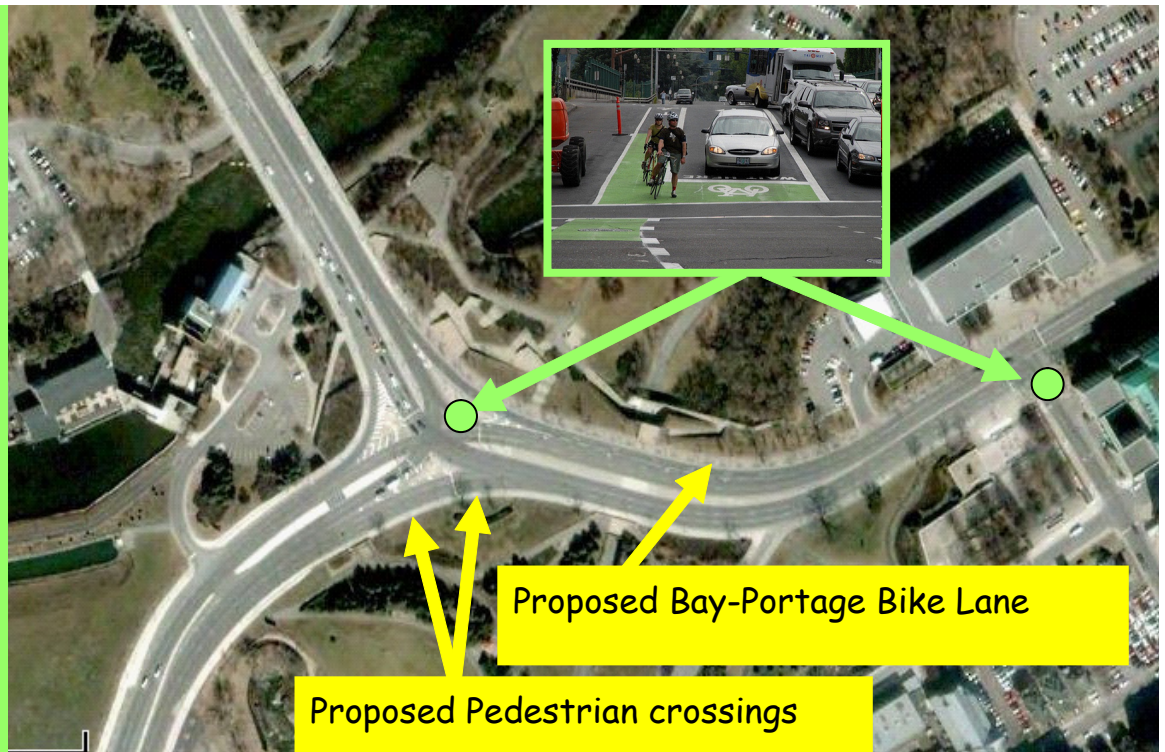
The advantage of a cycle lane for cyclists heading north on the Portage Bridge is obvious, but the lane can also be used by cyclists heading west-bound, either by using it to reach the ramps to the Pathways under the intersection, or by staying above ground and using the pedestrian crossing to reach an 'island' where the cyclist may then proceed

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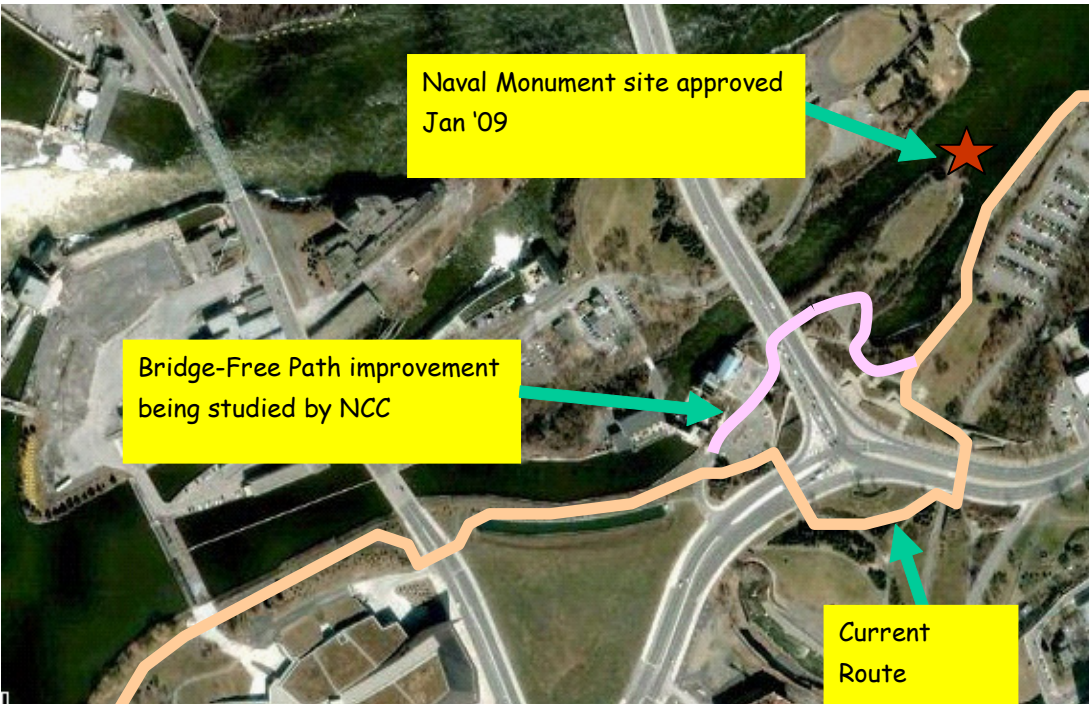


# Potential locations for Bike Pocket and Bike Box?



Cyclists who use this route frequently and would like to offer comments or receive updates should send an email to .....info@safecycling.ca, subject "Portage/Wellington Intersection"

## The Ottawa River Pathway (from the Mill to under Parliament Hill)



Cyclists may soon have an alternative to the 'maze' under the Portage/Wellington intersection. A recent decision to place a Naval Monument at the tip of what is called Richmond Landing, has initiated planning for upgrades in the path system in this area (strongly encouraged by CfSC). In the short-term plans: an improved path under the Portage bridge, swinging around over a small channel and back onto the River Pathway. The proposed new cycle path follows an existing but very deteriorated narrow and shrub-covered walking path.



## The missing link from Dovercourt to Island Park (via Hampton Park)

For cyclists heading south-east from points North of the Queensway- only three routes are available; Kirkwood/Carling, Carling (under the Queensway), and Island Park/Merrivale. Of these three options, the Island Park/Merrivale route is by far the preferred route for cyclists, esp. given the fact that a main north-south bike path runs along Island Park.

In May of 2008, CfSC began to advocate for an improved interconnection between Dovercourt Ave (designated as a bike facility in the Ottawa Cycling Plan), and Island Park Drive (which has long had north and south-bound bike lanes). The existing path through Hampton park

(currently running roughly from Sebring Ave. to Island Park), is at present a combination of very deteriorated pavement, gravel, and mud. This 'missing link' would be a logical extension to connect the Dovercourt cycling route to Island Park/Merrivale, providing cyclists with a better connection to Island park, the canal, Westgate shopping mall, and experimental farm.

Such a link requires the agreement of both the City of Ottawa as well as the NCC, since each manages a part of the land through which this short link would run. After over 100 emails, several meetings & numerous calls- here is a synopsis of progress to date:

- CfSC Advocacy for this "Missing Link" initiated May 4th, 2008
- Letters of support for the Path obtained from Westgate RBC branch, The Dovercourt Community Association, The Hampton Park Dog Owners Group, and cyclists using the route
- Jan-2009 letter of support obtained from the City of Ottawa to include this link in the strategic plan, and to upgrade the pathway- pending NCC support (file RTS35254)
- Follow-up meeting with the NCC (March 8th 2009)- where agreement in principle was gained for the new path link- pending agreement & synchronization of work with the City of Ottawa

Would you like to offer comments or receive updates? Please email: [info@safecycling.ca](mailto:info@safecycling.ca), subject "Dovercourt to Island Park missing link"



A new trail segment (370m) through Hampton park, replacing the existing gravel path & including re-alignment to the Island Park/Merrivale intersection.



## The City of Ottawa's new parking By-laws

CfSC has asked for the assistance of councillor Leadman (Ward15) in determining how well current regulations requiring new buildings to incorporate bicycle parking are working in Ottawa. Absent any formal sign-off procedure confirming that bike parking has been built per an approved plan, this is a detail likely to be forgotten and dropped off the to-do list in the rush to finish new buildings. Also, given that the zoning regulations for bike parking have been recently updated, perhaps there are loop-holes or ambiguities in the regulations that need to be addressed.

Let's consider the new mixed-use building on the NE corner of Holland and Wellington. There are zero bike parking spots provided on premise- we have looked for them- asked for them- complained that they were missing. Responses have included: "use the rack across the street", "we are waiting after the wellington re-construction is done, perhaps there will be enough bike racks on the sidewalk". However, the original plan as approved by the City required 30+ bike parking spots to be provided on-premise.

- Is the bylaw too ambiguous?
- Could bike parking requirements be posted somewhere in the public domain?
- What slipped through the cracks at 1233 Wellington?

The objective of CfSC involvement is to address any systemic problems with the (relatively new) bylaws and implementation thereof.

[http://ottawa.ca/residents/bylaw/a\\_z/zoning/parts/pt\\_04/index\\_en-12.html](http://ottawa.ca/residents/bylaw/a_z/zoning/parts/pt_04/index_en-12.html)

### 111. Minimum Parking Rates

- (1) Bicycle parking must be provided for the land uses and at the rate set out in Table 111A for lands located in Areas <<... lists rural areas around Ottawa>>

- (2) Where a building contains more than one use, bicycle parking must be provided for that building in accordance with the proportion of the building occupied by each use and the rate set out in Table <<ed. Table shows number of bike parking spots, per type of building, per square meter>>  
Location of Bicycle Parking Spaces
- (3) Bicycle parking must be located on the same lot as the use or building for which it is provided.
- (4) Bicycle parking spaces must be located in order to provide convenient access to main entrances or well-used areas.
- (5) A landscaped area must be provided between a bicycle parking space and a lot line or an exit of a building.
- (6) A bicycle parking space may be located in any yard.
- (7) A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area except for the landscaped area required under subsection (5).



## Under Construction

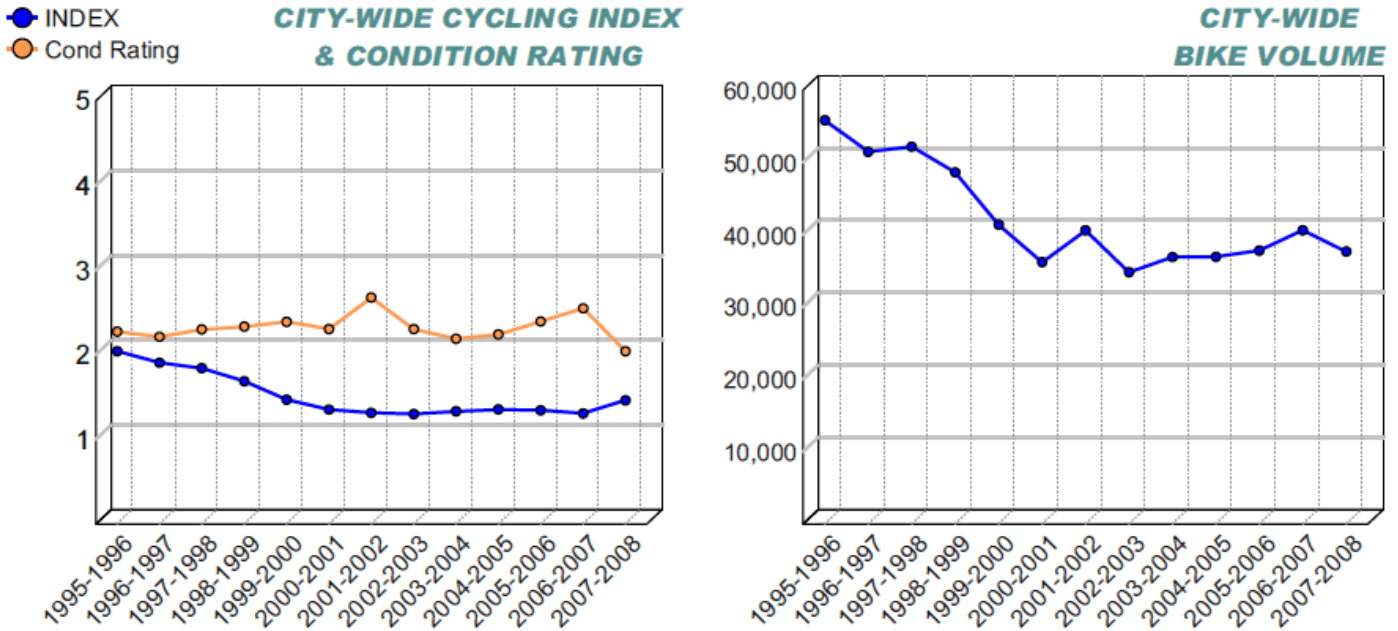
After a long static period the board has initiated a contract to upgrade the CfSC website; bringing it up to modern standards – which means it should be considerably easier to update & add content. With 'webmaster' no longer needing to be a technical guru- we hope that a CfSC member will offer to act as the prime, and that all members will suggest or forward content for posting. Photos of cycling in and around Ottawa are esp. welcome for a CfSC library- to be used on brochures, slides, web etc.

## Cycling In Ottawa-trends & statistics

The Ottawa Cycling Index was developed in 2004; using existing manual traffic counts. It is updated annually, and has been extended to as far back as 1993 using existing data.

The main purpose of the Cycling Index is to monitor the cycling activity relative to the auto (i.e. ratio of bicycle to auto volumes). The condition rating is also recorded as a part of this index to show how suitable the weather and road conditions were for biking.





The results from last year show that the cycling index is gradually increasing over the past 10 years.

Citizens for Safe Cycling (CfSC) has proposed the installation of 6 to 8 automated bike count stations, primarily along NCC pathways, which would count bicycle use year-round in Ottawa-Gatineau. CfSC has submitted the proposal to Transport Canada for funding (through the MOST program), with the support of the City of Ottawa and the NCC. A funding decision is expected by August 2009.

### The Ottawa Cycling Plan -it's first year

Our cycling community's proudest baby- seven years in gestation- the Ottawa cycling plan was finally approved and released in late 2008. ([http://ottawa.ca/residents/onthemove/cycling/plan\\_2008\\_en.pdf](http://ottawa.ca/residents/onthemove/cycling/plan_2008_en.pdf))

The 2009 City of Ottawa budgetary process made headlines as the mayor and councillors battled to balance the rising costs of running the city against the political capital to be lost if property taxes were raised. In the end, council approved a 4.9% increase in property taxes to fund the programs in a hotly debated budget. This was the first year that we, as cyclists, had something concrete to point to when arguing our case for sufficient recognition and inclusion in the budgetary process. The passage, by this same council, of the Ottawa Cycling Plan (OCP) in July of 2008 had given us hope that money to support

the needs of cyclists would no longer be limited to small portions doled out in an ad hoc manner. The OCP called for \$27 million dollars to be spent over the first 10 years of plan implementation- was subsequently accelerated by Council to become a five year implementation- which implies an average spend of \$5 million dollars per year for cycling.

The 2009 budget is believed to include only \$1.5 million in capital spending related to cycling, with approximately half of it going towards Cycling Facilities and the other half towards Resurfacing Projects as part of the funding targeting "Renewal of City Assets."

The bulk of the Cycling Facilities money will be spent on so-called OCP Phase 1 priorities throughout the City in consultation with the Roads and Cycling Advisory Committee. While this will help get us towards a long-term, many other OCP Phase 1 priorities remain unfunded meaning, of course, that Phase 1 will take some time to complete. The

shortfall in funding the OCP, in this the first year of its implementation, will mean that the timelines will see slippage.

The money for Resurfacing Projects should have more immediate effect, as it is targeted towards augmenting already planned roadwork, adding paved shoulders to specified roads and fixing up curb lanes so they are more cycle-friendly. The newly paved shoulders on Carling Avenue west of Moodie drive are an example of this sort of improvement.

Despite the acknowledgement of the importance of cycling to our city (through the passage of the OCP by council), the execution remains a challenge. Now it's time to implement the OCP, and make the tough tradeoffs' of budget vs. priorities in the face of all the other competing demands and the current economic downturn. A working list of proposed cycling projects for 2009 is expected to be released sometime during April, and CfSC will provide feedback and comments to that list.

**The Ottawa Cycling Plan  
-benefits from the Federal  
Infrastructure Stimulus Program  
for 2009**

In addition to the \$700k approved for 2009 cycling facilities, there is another \$800k of cycling facilities being built through other capital road projects in 2009. The table below lists potential cycling-related projects proposed for funding through the Federal - Provincial Stimulus Package, which shows significant cycling facilities leveraged through the proposed road works;

*From my perspective....*

City Council understands it should be funding cycling, but pauses when faced with the absolute dollar figures associated with such commitments. It may be better to follow an approach that directly ties funding of cycling to the massive, and politically saleable, roadway budget. If cycling spending were pegged at, say, 2% of the spending on roads then there would be more than ample resources available to fully fund the OCP and the problem would then become not securing the funding, but instead

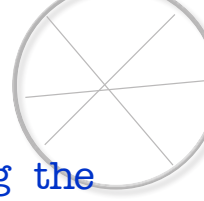
choosing how to spend it most effectively. Doing so also puts into perspective the reasonable demands of the cycling community. To ask for X million dollars every year is a hard sell to the general public, but to ask for a tiny percentage of a larger package, a portion that clearly under-represents our numbers (and thus our due) allows our request to be seen from a more illuminating perspective. Such an approach would eliminate the need to address funding in each and every budget.

*Peter Mason, CfSC Board Member*

## Federal Infrastructure Stimulus Fund & Cycling

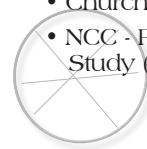
Project	Ward	Groups			Cycling Comments
		1	2	3	
		Figures in millions of \$			
900427 Hazeldean Road (Terry Fox to Carp)	6		\$ -	\$ 65	Full bike lanes are identified as an integral part of this project. In addition there are special ramps leading to the multiuse pathways that will run under Hazeldean along Carp River.
903169 Earl Armstrong(Rideau River - Limebank)	22			\$ 35	Full bike lanes are identified as an integral part of this project.
904270 Terry Fox (Flamborough to Kanata Ave)	4	\$ 48			Full bike lanes are identified as an integral part of this project.
904711 Limebank Rd (Spratt to Earl Armstrong)	22			\$ 10	Full bike lanes are identified as an integral part of this project.
903217 Trim Road (Innes to BHBP)	19			\$ 11	Paved shoulders to be included for cyclists as part of this project.
903219 Tenth Line Road - BBHBP - Urban Boundary	19			\$ 7	Paved shoulders to be included for cyclists as part of this project.
Rural Pathways	CW		\$ 2		Cycling facilities are a portion of this funding envelope.
Resurfacing - plus \$2M for Transitways	CW		\$ 19		Paved shoulders may be added depending on where the resurfacing projects are identified.
Structures Program - Heron Rd. McIlraith, Misc and \$6M for Transitway Structures	CW		\$ 37		Bike lanes are designed and will be added to McIlraith and Heron Road bridges as part of this program
Pedestrian Pathway on Hydro land easement, 3024 Albion Road	10				This should be designed to accommodate bicycles and is in the vicinity of the proposed Southern Corridor multiuse pathway (east-west)
<b>Community Recreation Facilities -</b>					
City wide Pathway refurbishment	CW	\$2			Cycling facilities are a portion of this funding envelope.





## CfSC representing the cyclist's interests.....

- RCAC - City of Ottawa Roads and Cycling Advisory Committee (on-going)
- NCC - Greenbelt Master Plan Public Advisory Committee (2009-2011)
- NCC - urban lands study (2008-2009)
- FCA - Federation of Citizens Associations (on-going)
- Confederation Blvd/Sussex Drive Reconstruction: St. Patrick Street to King Edward Avenue (2009)
- Churchill Avenue (2008-2009)
- NCC - Rideau Colonel By Vision Study (2008-2009)



## DND Energy Awareness Day

CfSC was invited to DND Energy Awareness Day (Nov 13th 2008), our well-visited booth is pictured above. Cyclist/commuters working at the DND HQ were invited to sketch out their routes to work, as well as provide some statistics; which have been summarized below:



The total yearly cycling commuting distance captured by the 20 people in the survey exceeded 60,000 km's

### 20 commuter cyclists shared their and commuting habits

- Avg days/week cycling: 3.9
- Avg one-way dist: 14.7 km
- Avg months cycling: 7.1

## *CfSC was created in 1984, which means that 2009 marks our 25<sup>th</sup> anniversary Looking back to 1993 . . . .*

### A Lament for a Lost Opportunity: The Rideau Street Saga

by Councillor Alex Cullen, Richmond Ward

Last April 7 City Council approved the re-development of the controversial Rideau Street Bus Mall. The glass and steel structures are going, and vehicular traffic is being re-introduced onto the street. Rideau will be widened from 2 to 4 lanes, with the inside lanes dedicated to buses, and the outside lanes to vehicular traffic. There will be wide pedestrian walkways, with street art, trees, lights, benches, bike racks, and plenty of planters. With this "re-vitalization", it is hoped that the shoppers will return, and that Rideau will regain its previous reputation as the City's main street.

As part of the re-development of Rideau, instructions were given by City Council to accommodate cyclists in the design, and indeed cyclists were involved in the process. The result is that cyclists will be part of the new road system, through bicycles sharing the vehicular lanes with cars, accompanied by appropriate signage. Among the pedestrian walkways there will be ample bicycle parking facilities.

And this is where my lament begins, for I believe that a golden opportunity to advance the frontiers of bicycling has been lost. Firstly, I believe that the Rideau Street solution to mix cars and cyclists in one traffic lane in each direction, with dedicated bus lanes on the inside, is no step forward, signage or no. This, in my view, simply re-creates on busy Rideau a non-friendly bicycle environment, with on-coming traffic on the left, buses on the right, and no ready refuge should trouble occur (like speeding cars). This dangerous situation will not encourage more cyclists to use this route; moreover, it will likely discourage cyclists.

Further, this re-development will have, starting from Sussex, 6.75 metres of pedestrian pavement on either side of the street (that's 22 feet!) to accommodate bus passengers and pedestrians, narrowing to 5.25 metres at King Edward. Surely a dedicated bicycle lane of 1.5 to 1.25 metres wide could have been accommodated on each side of the street. A depressed lane (with sloping brick) could have separated the bus

loading area (2.5 metres wide) from the pedestrian sidewalk (2.75 metres wide). There would have to be appropriate signage to avoid bicycle-pedestrian conflicts, and to ensure safe pedestrian movement from the buses to the stores. This would be far safer than car-bicyclist conflicts, and the interaction of cyclists and pedestrians would be easily managed (after all, in Holland ...). Such dedicated bicycle lanes would certainly be cyclist-friendly, and would encourage and promote more cycling.

I am told that the concept of dedicated bicycle lanes was considered in the re-design process, and that the cycling community was consulted. However, in the end the idea was discarded. And without any contrary representations from either the cycling community or the public, Council accepted (over my dissent) the shared lane solution for Rideau, with buses on the inside. Alas! If policies to promote cycling (and reduce our reliance on cars) are to succeed, then opportunities like the re-development of Rideau Street should not be lost.



## Join CfSC 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  
Box 248, Station B, Ottawa, ON, K1P 6C4

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Prov.: \_\_\_\_\_ Postal: \_\_\_\_\_

Tel:(H) \_\_\_\_\_ (W) \_\_\_\_\_

Tel:(Cell) \_\_\_\_\_

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)

Student/Low Income:  1 Year (\$ 10)

### Members receive:

Quarterly "Chain Mail" newsletter:

Send by  E-mail  Mail  Both

Monthly "Chain Link" e-bulletin:

Send by E-mail  Do not send

Please contact me about volunteer opportunities

My **additional contribution** of \$ \_\_\_\_\_ to assist CfSC volunteers with their work is enclosed.

Cycling concerns/comments? \_\_\_\_\_

\*:2<sup>nd</sup> Member's Name: \_\_\_\_\_

2<sup>nd</sup> Member's E-Mail: \_\_\_\_\_

2<sup>nd</sup> Member's Tel:(W/C) \_\_\_\_\_

**www.SafeCycling.ca**

# Why Join Citizens for Safe Cycling?

**U**pdates on important issues!

**R**espect for cyclists!

**I**nformation on cycling smarter & safer!

**D**iscounts from bike stores (see below)!

**E**xpress opinions with other cyclists!

For more information, visit [www.SafeCycling.ca](http://www.SafeCycling.ca)

Or send in the membership application on this page.

We'll send your Better Bicycling kit to you right away.

### Bike stores that support CfSC (as of Dec 2007)

- Bushtukah – 10% off bike parts, accessories & clothes
- Fresh Air Exp. – 10% off bike parts, acc.,& clothes, 5% off bikes
- Full Cycle - 10% off bike parts & accessories
- Joe Mamma Urban Cycles – 10% off parts & accessories
- Kunstadt Sports – 10% off bike parts, accessories & clothes
- McCrank's Cycles – 10% off bike parts & accessories
- Orleans Cycles – 10% off bike parts & accessories
- Rebec and Kroes – 10% off bike parts, accessories & clothes
- Tommy and Lefebvre – 10% off bike accessories & clothes
- The Cyclery – 10% off bike parts & accessories
- Valiquette's Source for Sports – 20% off in-stock bike accessories
- Mountain Equipment Co-op and CycleLogic are corporate members

## Your Board of Directors (2008-2009) (as of CfSC AGM, October 2008)

Tom Trottier .....	President .....	Serving 2 yr of 2 yr term
Zlatko Krstulich .....	Vice President .....	Serving 1 yr of 2 yr term
Charles Akben-Marchand .....	Past President.....	Serving 1 yr of 1 yr term
Gabriel Durocher .....	Secretary .....	Serving 2 yr of 2 yr term
Peter Sloan .....	Treasurer.....	Serving 1 yr of 2 yr term
John Stevenson .....	Director at Large .....	Serving 2 yr of 2 yr term
Jennifer McGuire .....	Director at Large .....	Serving 2 yr of 2 yr term
Juergen Wiechert .....	Director at Large .....	Serving 1 yr of 2 yr term
Peter Mason .....	Director at Large .....	Serving 1 yr of 2 yr term
Jason McLaren .....	Director at large .....	2008-Q1 2009*

\*The Board wishes to thank Jason McLaren for his past work with CfSC and the best of luck in Vancouver. Happy cycling!