

CHAINMAIL

The Newsletter of Citizens for Safe Cycling
Volume 28 Issue 2 – Spring-Summer 2012

Right Bike opens bike-sharing service

On May 28, RightBike officially opened for business. The bike-sharing service is community owned and operated, and is located in Westboro and Wellington West.



Photo: Clarke/CfSC

Tais McNeill and some of the bikes

A Causeway Social Enterprise, [RightBike](#) is designed to support employment and economic development while encouraging sustainable transportation choices.

The 40 bicycles are all practical three-speed models complete with front carrier baskets and U-locks supplied. They all are pre-owned but have been completely refurbished and painted a distinctive lavender colour.

Three rental hubs currently exist—RightBike headquarters (1A McCormick St.), Cyclogik (1111A Wellington St. West), and MEC (366 Richmond Rd.)—but hopes are to eventually increase the number of hubs.



Tais McNeill, the Marketing Coordinator for RightBike, said they had between 40 and 50 people registered to use the service by the first week of June.

Seasonal memberships are only \$40 (excluding deposit), but monthly memberships will cost you just \$10. ♦

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President Moor wins Timmermans Award

Hans Moor, the President of Citizens for Safe Cycling, has been honoured with the 2012 Bruce Timmermans Award – Individual. The formal presentation took place on June 2, during the Capital Vélo Fest in front of Ottawa City Hall.

The City of Ottawa presents the annual award to recognize outstanding contributions in Ottawa's cycling community. The public is encouraged to nominate worthy candidates, and the selection is carried out by a sub-committee of RCAC, the City's Roads and Cycling Advisory Committee.

(Continued: p.2 'Timmermans award')



Photo: Clarke/CfSC

Timmermans Award presentation. Left to right: MP Paul Dewar, Chief Medical Officer of Health Isra Levy, Councillor David Chernushenko, Hans Moor, RCAC Chair Michael Powell, Councillor Mathieu Fleury.

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.

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

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

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

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Timmermans award ...*(continued from p.1)*

Michael Powell, RCAC Chair, spoke of the winner: “I think the key with Hans is that he’s been relentlessly positive through all of it, connecting people that are interested in improving cycling in the City and elsewhere”. Powell went on to say, “He keeps it simple, [and] wants to remind everyone that cycling is an ordinary activity.”

In an address to the crowd prior to the award presentation, Hans said that City cyclists “are not kind of nerds who eat tofu in homemade sweaters anymore”. Citing how Ottawa is looking more like Holland (his birthplace), he added, “We have the tulips already. We have the canal already. We just need the bicycles, and I think the bicycles are coming out now in droves.” ♦

Capital Vélo Fest Fashion Show



New for this year’s edition of the Capital Vélo Fest was a cycling fashion show presented by [Ottawa Velo Vogue](http://OttawaVeloVogue.com). Showcased were numerous models sporting stylish commuter clothes and accessories. Each model rode onto the ‘catwalk’ on a trendy urban bike.
Photo: Clarke/CfSC

CfSC President's message

By Hans Moor

Tooting our own bike horn...

In the first week of June, I was invited to visit Kitchener-Waterloo to be the keynote speaker at the start of their Commuter Challenge. I have only been to Kitchener twice, once for a wedding and once for a conference. My only recollection of the area was something akin to the Merivale commercial 'strip'—large arterial roads with nondescript buildings. Recently, the downtown stretch of King Street was renovated, and it is actually kind of nice. It looks somewhat like Bank Street, but with some innovative parking. Parking is more or less on a sidewalk in designated areas, but if there is an event, staff can raise bollards and the parking space is given back to pedestrians. Coincidentally, I read—that very same day—that Ottawa has plans to do the same on some downtown streets in the future after the LRT is ready.

In my early days of presenting, I covered the Netherlands with a sprinkling of Sweden and Austria, but in more recent speeches I have been setting aside half of the allocated time for all of our exciting developments in Ottawa. In Kitchener, where I addressed about 130 people, I showed the stats for the several counters we have underneath the pavement, I mentioned the Bixi Bike and RightBike initiatives and Velo Vogue. Obviously, I showed the Laurier bike lane and the data that are collected on it. I also spoke about cycling advocacy.

The reactions were very positive. It is interesting what people take home from a talk. Someone was very keen on the story about rental bikes and so I could put him in contact with our Causeway Work Centre friends. Someone else really liked the Dutch GoCab 8-kid super-cargo E-bike (think 'daycare'). And yet another one twittered about the do's and don'ts of advocacy. There were compliments too: *"learning a lot from Hans Moor about Ottawa's cycling infrastructure, really love what you guys have!"* I have heard similar comments in Halifax in the past.

Naturally, we like to complain in Ottawa. Or let's say that we want to raise the bar. Don't underestimate our progress though: Ottawa is moving back to the top in North America. I think we have a fairly active population and there is lots of room for growth. I looked up some numbers for Vancouver.

In May 2011 (last year), Vancouver's Dunsmuir Street had about 40,000 bike trips, while Hornby Street had 'only' about 34,000. We had 50,000 in 2012. It means that although Vancouver has the name, we are definitely in the top league too, at least part of the year. We just have to tell the world a bit louder that we exist and talk about the bike friendliness of our city.



Citizens for Safe Cycling President Hans Moor speaking at the recent Capital VéloFest
Photo: Clarke/CfSC

With bike infrastructure being added in the next five to ten years, I think a bike modal share of ten percent in certain neighbourhoods is do-able. It would be a mix of vehicular cycling (cycling in traffic), bike lanes, multi-use pathways, elevated bike lanes, and segregated lanes, just as in other mature cycling countries. There are different solutions for different situations and one doesn't exclude the others. We have a city council, a mayor, and city staff that are 'on board'. That is important for cycling progress. Mayor Watson has assured the public that connecting our existing bike infrastructure is top priority. He doesn't make that up—it is what Citizens for Safe Cycling has whispered in his ear.

Progress doesn't happen overnight, but I don't think I have seen this much action in the fourteen years that I have been living here. So let's toot our own Ottawa bike horn a bit more... ♦

Infrastructure Update

Here we examine what's going on in the City this year that affects cycling.

Bridges



Forms for the Airport Parkway footbridge main tower, as of September 2011. Photo: Clarke/CfSC

Delay on Airport Parkway footbridge construction. As part of a pathway connection between Cahill Drive West in the Hunt Club community to the South Keys area and the Transitway station, a bridge was being constructed over the Airport Parkway. However, the ambitious design of the structure—with its main tower intended to echo the stylized “O” of Ottawa’s official logo—proved to be its undoing. Problems were found with the concrete in the tower, partway through the construction, and the decision was made this spring to tear the whole thing down and start over. The bridge should have been operational by now, but it looks like the opening will be delayed until after this summer.

No riding on MacDonald-Cartier Bridge—for now. New signs have been posted on this bridge, linking Gatineau and the east part of Ottawa’s downtown, in late April. Cyclists are being directed to walk their bikes on the sidewalks where riding was common, thanks to light pedestrian traffic. It is over 600-m long, and so walking takes a while, yet the motor traffic is not very friendly to riding on the road. The north end of the bridge connects directly to Highway 5, meaning drivers like to speed, and heavy trucks are common. Even if you decided to move from the sidewalk to the road, there are concrete jersey barriers preventing this for most of the distance. However, according to the [website of Public Works and Government Services Canada](#), the bridge will undergo structural rehabilitation over three years, beginning next summer. The project

will include a “wider multi-use sidewalk for use by pedestrians and cyclists”.

Strandherd-Armstrong Bridge now projected to open in August of 2013. This future road connection (with bike lanes) across the Rideau River ran into trouble when the original contractor went into receivership. Work was halted for several months but is expected to resume by the end of June. When completed, the bridge will be part of a valuable network spine route for cyclists in South Gloucester and South Nepean.

Construction



Rockcliffe Parkway under construction. Photo: Clarke/CfSC

Rockcliffe Parkway being upgraded for cycling. The parkway is having new retaining walls built where it overlooks the Ottawa River, to enable the addition of a new cycling path. Until the end of November, sections of the road will operate with only one lane in total, with traffic direction alternating under control of signals or construction personnel. Even so, when the one-way is under automated (timed) signal control, be aware that it doesn’t seem to account for vehicles as slow as cyclists might be. You may have to escape to the sidewalk if you are confronted with oncoming vehicles.

Woodroffe Avenue and Iris Street sewer/watermain/road work. This summer and into the fall we will see [Woodroffe southbound closed between Highway 417 and Baseline Road](#). This closure will add extra volume to adjacent north-south arterials such as Greenbank Road and Maitland/Clyde. Associated with this contract is the closure of Iris Street (a major east-west community bike route) between Woodroffe and Checkers Road. Cyclists will be expected to share the sidewalk with pedestrians on both Woodroffe and Iris. Although the Woodroffe work will last until December, the Iris construction should be done within six to eight weeks. There will also be work further east along Iris, near where it intersects the NCC Experimental

Farm Pathway. We have been told that disruptions to the pathway will be minimal.

Bronson Avenue sewer/watermain/road work.
[Bronson is closed between Catherine and Somerset.](#)

You probably use the Percy Street corridor to cross under Highway 417 anyway, but if you need to visit businesses on Bronson, please take care.

Recently completed



Southbound approach to the Prince of Wales-Experimental Farm roundabout.
Photo: Clarke/CfSC

Prince of Wales roundabout at Experimental Farm. The former traffic circle's transformation into a roundabout is finished. Prince of Wales ("PoW") has been widened to two lanes in each direction, right at the approach to the roundabout. Cyclists should exercise caution because the bike lanes end at a point very close to the roundabout and there are no 'sharrow' markings on the pavement to indicate the merge into the main lanes. Of particular challenge is the southbound lane set-up—to continue riding south on PoW as a vehicle per the lane markings and signs, you are expected to get across to the leftmost lane within a short distance.

Being requested

Safer crossing for Watts Creek Pathway/Trans Canada Trail at Holly Acres Road. Citizens for Safe Cycling's Paul Clarke gave a presentation at the May 28 meeting of the City's Roads and Cycling Advisory Committee (RCAC) to push for improvements to this busy cycling intersection. The crossing of the four-lane arterial currently has no traffic controls or safe mid-point refuge. Several solutions were proposed. RCAC passed a motion to request that the City consider an on-demand signal to help cyclists and pedestrians make their way across safely.



Motor vehicles pass quickly as cyclists on the NCC Watts Creek Pathway wait for a break in traffic to cross Holly Acres Road.
Photo: Clarke/CfSC

If you have other infrastructure news that Ottawa cyclists should know about, please forward it to editor@safecycling.ca. ♦

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Go to safecycling.ca and choose the menu item Participate / Join CfSC / Join/Renew.

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)

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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:

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



CfSC has had a busy spring!

Citizens for Safe Cycling got out into the community in big ways this spring. We ran two new 'marquee' events to attract more people to cycling and to boost our membership. One event kicked off the season at an indoor gathering while the other was held outside during the peak of spring. In addition, our President has been spreading the message about us and Ottawa—some of which he described in his column (page 3 of this issue) and another out-of-town trip which is detailed below.

Spring. Ottawa. Bike



Graphic: Simone Rivers/CfSC

Ottawa cyclists showed they were ready and eager for the cycling season with an enthusiastic turn-out at CfSC's **Spring.Ottawa.Bike** event on March 24.

More than 50 cyclists filled the cafeteria at Causeway Work Centre to hear the outlook for cycling in Ottawa in 2012. Presenters included:

- Zlatko Krstulich on the City's plans for its east-west bikeway and a few north-south routes as well, especially the Champagne pathway along the O-Train, bike lanes on Churchill Avenue and on O'Connor Street, a pathway through Hampton Park, improvements along the west side of the Rideau Canal from Laurier to the Ottawa River, and a link from Parkdale Avenue to the Ottawa River Parkway.
- Dick Louch on the plans for the second edition of Capital Vélo Fest.
- Jessica Wells on EnviroCentre's plans for Bike to Work Month in Ottawa in May—centred around workplaces this year—and showing a new cycling video produced with the City on how to handle the Brookfield roundabout.

- CfSC Vice-president Alex deVries on his new **parkmybike.ca** website to allow cyclists to identify and upload photographs of locations with bad or non-existent bike parking.
- CfSC Secretary Alayne McGregor on what to look for in good and bad bike parking (and why bike parking has been improved in new developments).

We also showed three short films from streetfilms.org on women cyclists in New York City, on Minneapolis' bike facilities, and on bike parking solutions in Chicago. During the break, video interviews were conducted by Alex deVries on users' perceptions of bicycle lanes, for use in upcoming presentations to the City.

Participants ended the morning with a 'sticky-note' brainstorm on the places in town they thought most needed improved bike parking.

Attendees included the councillor for the ward, Katherine Hobbs, and the former Mayor of Ottawa and current NCC Board member, Jacquelin Holzman.

(With contributions from Alayne McGregor) ♦

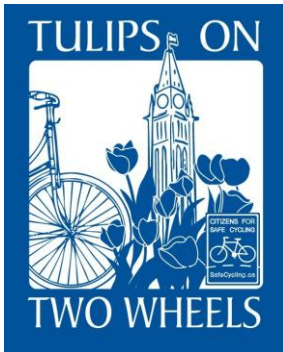
Doing 'the Charleston'

In April, President Hans Moor and his wife, Karen, went on holidays to South Carolina. They were doing web searches for bike rentals and bike paths when they stumbled on an initiative of a Charleston citizens group called [Charleston Moves](#). One of their goals is to establish a bike route from "Battery to Beach". Hans contacted the group and offered an exchange of ideas, and ended up doing a presentation for thirty bike enthusiasts about cycling in Ottawa and all the recent cycling initiatives. There was even a small reception with drinks and snacks.

Charleston has a very compact downtown and there appeared to be a decent cycling population. The people felt there is definitely growth in the bike numbers in Charleston, too. The audience's interest was piqued not only by the large numbers of cyclists that Ottawa has, but also by the way we count with our underground sensors. They really liked what they heard.

Hans and Karen were invited to come over for dinner (grits and shrimp) in one of the historic downtown homes. What a nice and positive way to get in contact with the local bike population. ♦

Tulips on Two Wheels



On May 5, the weather was perfect and Ottawa's many tulips were in their prime, as we inaugurated a fun event alongside the Rideau Canal Western Pathway. Billed as a unique opportunity to tour the beautiful flower beds on bicycle, we offered complimentary bike

checks and a knowledgeable guide—our own Alex deVries.



Our base for the day, on the Rideau Canal Western Pathway near Fifth Avenue. Visitors are seen lining up to have their bikes checked.
Photo: Clarke/CfSC

The tour that Alex conducted (twice through the day) took in a number of attractions between Dow's Lake and the Corktown Bridge. As you might guess, it wasn't just about tulips. Alex described the story behind some of the statues, the canal, and the Dutch royal family's Ottawa connection. He highlighted the value of the current and planned pedestrian/cycling bridges over the canal.



Alex deVries and tour group at a statue in Commissioner's Park. The 'Man of Two Hats' symbolizes the duality and connection of the Netherlands and Canada.

Photo: Simone Rivers/CfSC

Meanwhile, the two mechanics we brought in from Cycle Salvation were kept constantly busy. They checked and adjusted bikes for the many people who stopped at our base near the Fifth Avenue intersection with the pathway. Those visitors waiting in line for service were able to obtain information from our well-stocked booth trailer.



Cycle Salvation Supervisor/Mechanic Paul Wylie adjusts the drivetrain on the bike of one of the many visitors to our event.
Photo: Clarke/CfSC

Many thanks go to Risa Sargent for overseeing the whole event, to Hans Moor for helping to secure a very prominent pathway location through the National Capital Commission, and to Alex for his in-depth research to create an engaging tour. With the first one under our belt now, we have learned how to make future tours even more successful. ♦

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

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www.facebook.com/safecycling

Retrospective of Bike to Work Month 2012

By Sarah Bradley and Dan Fleming



Office employees enjoying the BikeMobile's cycling education materials, prize giveaways and free juice.

Photo: Dan Fleming, EnviroCentre

Bike to Work month in Ottawa has come to a close and we'd like to say a big thank you to all of those who participated, whether through pledging on our website, visiting our booth at events, or taking part in a cycling workshop at your office. With 1253 pledges (up 46% from last year's 861), your support is much appreciated and we look forward to making next year's initiative even better!

It's been a whirlwind of events, including the official launch of Bike to Work Month, Citizens for Safe Cycling's (CfSC) Tulips on Two Wheels, the Electric Vehicle Expo, MEC Bikefest, the RightBike launch, and a health and wellness fair at the Canadian Institute for Health Information.

We took our moveable display booth, the BikeMobile, right to the front door of ten different workplaces throughout the month, engaging many cycling enthusiasts, but also drivers and public transportation users interested in giving commuter cycling a try. We also teamed up with Bixi de la Capitale at three of those locations, where they gave out free trials for bike sharing. Thank you to CfSC for loaning their wonderful bike trailer to transport our materials and set up our display.

As part of our goal to reach out to cyclists throughout Ottawa, we held four public presentations in Orleans, Kanata, Barrhaven, and at Ottawa City Hall. In addition, nearly 30 organizations invited us to present a range of cycling-safety and bike-repair workshops, educating commuters on how to stay visible, predictable, and stress free.

Besides the fresh air, cardio and time for yourself, one of the best incentives to bike to work in May was the chance to win one of 36 prizes, including helmets, panniers, clothing, and a brand-new bicycle, all generously donated by 15 bicycle shops in Ottawa. Winners were randomly selected at the end of the month, with prizes available for collection from our office. The winner of the grand prize, a Kanata bicycle from Kunststadt Sports, was Kari Macleod. We encourage all the winners to send in a photo of their prize being used this cycling season!



Nancy Biggs, Citizens for Safe Cycling board member (wearing the helmet), gave a speech at the official launch of Bike to Work Month for Ottawa on May 1. The event was held outdoors, in front of her workplace—the National Research Council labs on Sussex Drive. In the centre among the councillors and other city officials is the BikeMobile, which is our CfSC booth trailer "in disguise". It had been 're-branded' by EnviroCentre for use during the month of May.

Photo: Clarke/CfSC

The month ended off with Capital Vélo Fest and the Bruce Timmermans Awards ceremony (BTAs). It was a great event, despite the inclement weather, as we enjoyed the bike polo, fashion show, and many display booths.

Bike to Work Month may be over, but we encourage everyone to continue cycling over the next few months and to visit www.biketoworkottawa.com to share tips and resources with your friends, family, and colleagues.

EnviroCentre is a non-profit organization that works to reduce greenhouse gas emissions in Ottawa and Eastern Ontario by delivering energy-efficiency programs and services. Since 2010, Bike to Work Month has been coordinated by EnviroCentre, in collaboration with the City of Ottawa and sponsors.

