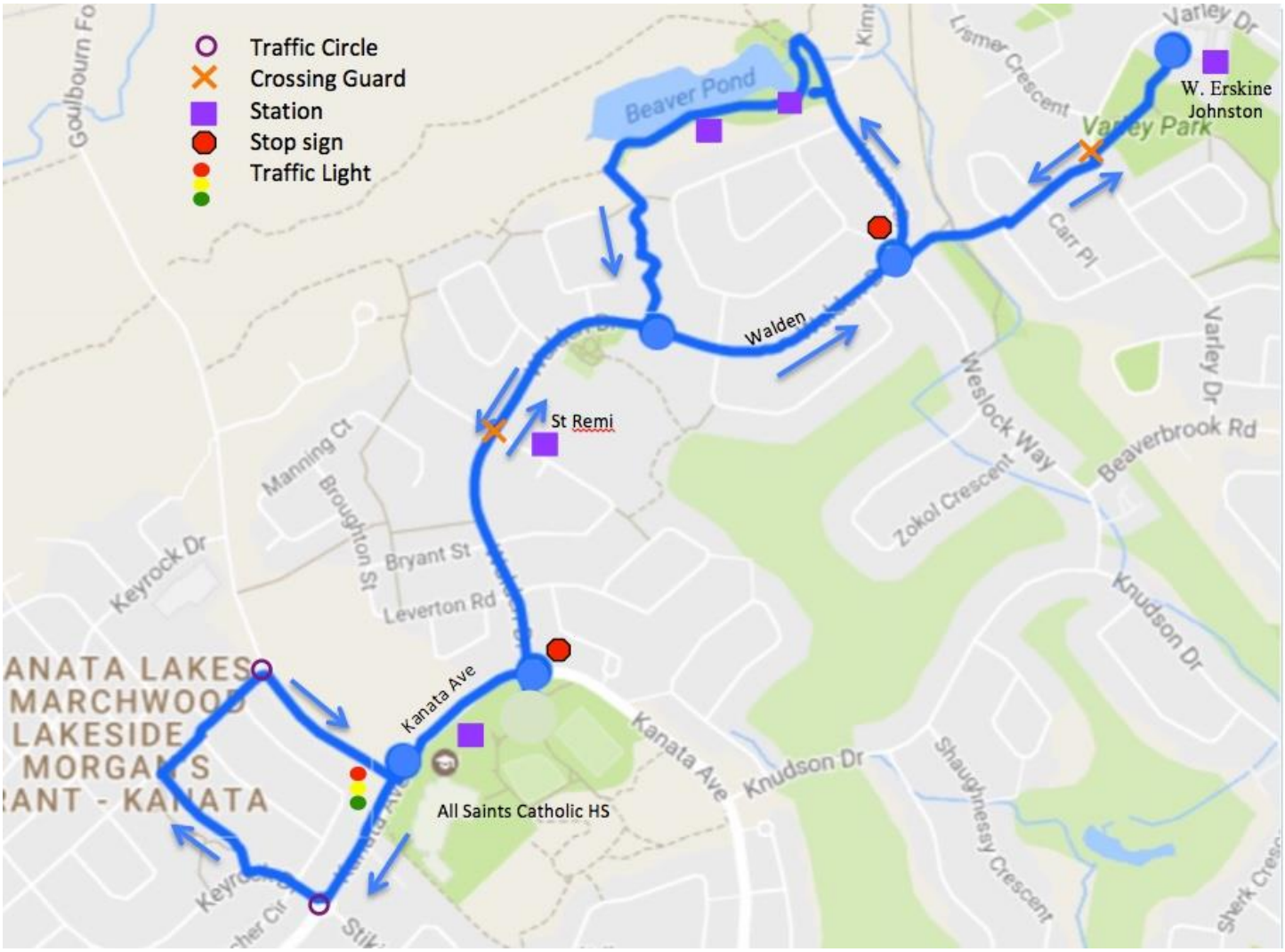
Annex A: Route and Station Activities

PEDAL PLAY - MOBILE BIKE RODEO
Route and Station Activities
Kanata North, Sunday 04 June, 2017
Start time: 13:00, Finish time: 17:00



Event Purpose:
To provide an opportunity for participants to learn, practice, and demonstrate their bicycle handling skills in a fun, non-competitive atmosphere. The event is targeted at the following three demographics through participation in various interactive learning activities:

- Younger children; (primary school), to be capable of biking to school or their community park, safely with increased competence and confidence;
- Older children; (secondary school), to learn that when on their bike, they are a vehicle under the Highway Traffic Act, and to gain the knowledge to cycle accordingly; and
- Adults; to become familiar with basic cycling competencies and:
    - the applicable portions of the Highway Traffic Act (incorporating the legislative changes to Bill 31; Transportation Statute Law Amendment Act (Making Ontario's Roads Safer), which are directed at encouraging cycling, promoting road safety, and sharing the road); and
    - the set fines.

Event Format:

- Participants will start at W. Erskine Johnston Public School, 50 Varley Drive;

- They will register, collect their passport, participate in interactive learning activities (related to biking, bike safety, driver education and/or the environment), get their passport stamped; and
- Proceed to the next station.

Event Registration
- A 'free event' registration system will be used (to obtain a guestimate list and number of people attending);
- 'Walk ins' will be accepted; and
- Participants will receive their passport at the initial station.

STATION #1, W. Erskine Johnston Public School: Check-in, Helmet Check, Bike Fit & Mechanical Check (ABC Quick Check), Hand Signals, "Mini-Main Street", Balance, Straight Line Riding, Slolam, Rock Dodge and Figure 8s

Layout/location
- 'Check-in/Finish', 'Helmet Check' and 'Bike Check', to be immediately in front of school;
- When facing the school, 'Check-in/Finish' to be on fair left, 'Bike Check' to be on far right and 'Helmet Check' in the middle;
- Signage to be taped high on school wall;
- 'Hand Signals' to be immediately around corner from 'Bike Check' (in front of door E-1);
- 'Mini-Main Street' (activities 5, 6 and 7), to be in parking lot in front of school; and
- 'Figure 8's' to be around the back 2 basket ball posts
- Fire Truck (if available) to be at far end of parking lot closest to 'Check-in/Finish'

Equipment
- tables qty: 4
- chairs qty: 6

Activity #1 - Check-in/Finish:
- Participants will receive their passport at the initial station;
- Groups may be assigned to a 'Bike Leader Volunteer';
- Ideally groups will be keep small and be split by age/demographics;
- Groups to proceed to next activity at the same station.
- Group to go to "meeting place" to wait for guide before proceeding to next station, or
- groups will follow the 'well marked' route with a parent or designated adult.

Notes for Check-in:
- appropriate group assignments (by age and ability, or family), vital to management of overall event flow; and
- station volunteers need to be notified of last group's check-in (a call, text, or actual 'sweep').

Activity #2 - Helmet Check: to confirm and/or help participants adjust helmets to insure a proper fit:
Helmet Fit - What to Look for:
    - To protect your forehead in case of a fall - there should only be the size/space of two fingers above your eyebrows, to the base of the helmet. This also positions the helmet, so that should you fall to one side, the sides of your head are protected;
    - The space of 'four fingers' should make a "V" shape around the bottom of the ears;
    - Check the side 'V-clips' – they may need adjusting;
    - Check the under-the-chin attachment clips. With some slippery strap material, the attachment clips actually slide down with use, rendering the helmet too loose;
    - 'One finger space' only, under the strap beneath the chin. Keep the chin strap taut so the helmet doesn't slide forwards or backwards on the head; and
    - All straps should be straight and taut, so the helmet sits level and snug.

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NOTE:
- A helmet is only good for one crash – and, due to sun degradation, needs to be replaced every 5 years;
- 75% of fatal collisions are due to head injuries – wear your helmet!

HTA REGULATORY SIGN: to be posted and clearly visible at this activity location:
- HTA 104 - Helmets:
    - Every cyclist must wear an approved helmet;
    - Fines only issued for persons under the age of 18;
    - Parents or guardians shall not knowingly permit cyclists under sixteen to ride without a helmet;
    - Set fine: $60.00.

Activity #3 - Bike Fit and Mechanical Check:
MobiVelo to confirm bikes fit the rider, and are safe to ride
- Bikes Fit
    - No one should ride a bicycle that is too big or too small;
    - Seat height: For beginners, it's best to have at least an inch of clearance above the top tube, when seated on the bike with feet flat on the ground;
    - The rider must be able to adequately reach the pedals;
    - As confidence and skills develop, the seat should be raised so the knee is just slightly bent when the foot is on the pedal;
    - If the bike is outfitted with hand brakes, check that the cyclist can properly grasp the brake; and
    - that they know which is the front brake? Rear brake?

- 'ABC Quick Check': What to Look for:
    - Air - where to look on tire to find PSI, and how to pump;
        - How to differentiate between Presta and Schrader valves, to know your type of tire, tube and your pump.
    - Brakes - properly mounted, working with proper clearance and no frayed cables.
    - Chain - clean, lubricated, and properly attached.
    - 'Quick check' " is for Quick Release Check to confirm the following:
        - all quick releases (tires, panniers, seats etc), are sufficiently tight and properly closed;
        - all accessories (kickstands, racks, panniers, etc.) are securely fastened;
        - confirm nothing is hanging loose (including clothing), that could become tangled in the gears, brakes or wheels;
        - confirm you have a working bell, as required by law; and
        - confirm you have lights and or reflectors as required by law.

Procedure:
- Look over the bike, checking: security and height of seat and handlebars, adequate brakes, loose or rusty chain, and tire inflation;
- Lift the bike several inches off the ground and drop it;
- Listen for loose parts;
- Tighten as necessary;
- Use a hanging tag inspection form as a guide, making notes as you go along;
- This is an opportunity for the participant and volunteer to work together in a hands on experience;
- Encourage the participant (if time allows) to go through the inspection with the volunteer so he or she can be able to identify an unsafe bicycle.

Props/Equipment:
- tire pump, rags, lubricants, wrenches, pliers, screwdrivers and
- HTA Regulatory signs

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HTA REGULATORY SIGNS: to be posted and clearly visible at this activity location:

- HTA s62(17) - Lights and Reflectors:
    - Section 62 of the Act requires cyclists to have proper lights, and reflectors on their bicycles and mopeds. When on a roadway from 1/2 hr before sunset to 1/2 hr after sunrise, and at any other time with insufficient light or unfavourable conditions, every bicycle shall have a white light on the front and a red light or reflector on the rear.
    - Set fine: $110

- HTA 75 (5) - Bell:
    - A bike must have a bell or horn in good working order.
    - Set fine is $85.00.

- HTA 64(3) - Brakes:
    - A bike must have at least one brake system on the rear wheel. When you apply the brakes, you should be able to skid on dry, level pavement.
    - Set fine is $85.00.

Activity #4 - Hand Signals:

Hand Signals Goal - to learn, understand and practice hand signals:

- It is imperative to communicate your intention to stop, change lanes, turn, and generally manoeuvre around traffic, obstacles, construction etc.;
- Hand signals are turn signals and brake lights for cyclists;
- They help motorists know what you will do next;

Hand Signals - Actual Method:

- Use an open palm with spread fingers for maximum visibility. Shoulder check BEFORE signalling, while maintaining straight line riding.
- Return your hands to your handlebars when crossing or turning at an intersection.
- As shown below, there are two methods to signal right-hand turns. The decision of which to use is situational: Ask yourself, "On what side of me is the intended audience?" (i.e. is there traffic merging from the right) and signal accordingly.
- DO NOT signal however if it is too dangerous to take your hands off the handle bars (i.e. railway tracks).
- When passing other cyclists, always pass on their left side, and call out "On your left", so they know that you are coming and are not startled.

Hand Signals Exercise 1:

- Have them practice all the signals, off their bikes (ie in a circle)

Hand Signals Exercise 2:

Signalling while riding (ENSURE THERE IS SUFFICIENT ROOM)

- Using a line made with chalk, half tennis balls or cones, have the participants ride on an 'imaginary straight line' parallel to your marker, and with a volunteer standing on the end - shout the signals out; ie 'turn left' / 'turn right'; and
- Test if they can execute making the signal, while not deviating from their path of intended travel; going straight, without a wobble or having to put their foot down.

Hand Signals

	
Left Turn	**Slow/Stop**
	
Right Turn	**alternate Right Turn**

<u>Activity #5 - Straight Line Riding</u>:

Straight Line Riding - Goal:

- To always ride predictably, maintaining a consistently straight line within 3 feet or 1 m from the edge of the road (OR PARKED CARS);
- DO NOT meander, swerve or weave in and out, which can be annoying or dangerous to both cyclists and motorists behind;
- Riding predictably enables any cyclists behind you to follow you more safely without having to constantly readjust their speed and position to make room for you to come back in;

Straight Line Riding - Exercise:

- Using the side of a building, or make a line with chalk, half tennis balls or cones, have the participants try to ride perfectly straight on an 'imaginary straight line' parallel to your marker or wall; and
- Have them try to shoulder check or even signal a turn to practice executing without a wobble.
- Should you need to suddenly swerve to avoid an obstacle on the road, both shout it out (i.e. “hole!”) and point to the problem;
- Shoulder check first - to confirm the manoeuvre is safe, alerting cyclists and motorists behind you;

- Should you need to slow, turn or stop, SIGNAL accordingly to alert cyclists and motorists behind and avoid collisions.

Activity #6 - Slalom or Serpentine:

Slalom or Serpentine - Goal:

- to develop and maintain coordination, control and balance.

Slalom or Serpentine - Exercise:

- Using half tennis balls or cones, set up four to six feet apart;
- Have the participants maneuver through and around them "slalom fashion", like 'skiing around gates';
- Coach them to look forward, NOT down, which will actually be easier and more effective.

Activity #7 - Rock Dodge - Teach cyclists control and balance, and how to avoid hazards while riding:

Rock Dodge - Goal:

- to avoid hazards while riding, and maintain control and balance;
- to recognize the kinds of hazards to avoid (glass, rocks, drain grates, pot holes, etc.);
- to understand the consequences (to avoid falls, flat tires, or ending up in the path of a car);

Rock Dodge - Exercise:

- Using a half tennis ball or an actually rock, have the participants try to execute a 'quick turn' to avoid it, while maintaining their balance.

Activity #8 - Figure 8s:

Figure 8s Goal:

- To understand where the inside foot (and pedal) should be, when executing a fast turn (especially when descending), and, encourage verbal communication.
- The purpose is to learn:
  - the importance of keeping the inside foot and pedal up (or in a nuetral position), when leaning into a turn.
  - If your foot and pedal are down, when leaning and executing a fast turn, and it so much as touches the ashphalt - you will immediatly crash. It is a tough way to learn a hard lesson - much better to know and understand the 'what' and the 'why'; and.
  - the use and importance of verbal (as well as hand signals), when on a bike. Some times it is just not safe to take your hands off the handle bars.

Figure 8s Exercise:

- Participants cycle around a **large** figure 8 (marked with chalk on the ashphalt). The participants actually (just like in figure skating), make a figure 8 with their bikes;
- Multiply participants should be doing the 'course' at the same time (so make sure it is big enough); and
- Participants NEED TO COMMUNICATE WITH EACH OTHER, when crossing through the middle to avoid crashing - ie 'coming through', or 'my turn', or 'after you' etc.

Note - prior to travel - meet at "Meeting" sign by pathway, and be put in 'travel groups':

Travel: Bike Leader to use proper hand signals

Teaching point - How to use multiuse pathways: (to be delivered PRIOR to starting out)

  - Be aware that sections of multiuse pathways simply can't safely accommodate the volume of eclectic traffic: pedestrians, baby strollers, toddlers, senior citizens, dog walkers, joggers, roll-er-bladers, wheelchairs, Canada geese and, especially, speeding cyclists;
  - Cyclists must respect the speed limit of 20 kilometres per hour, ride in single file, and ring their bell and call out "passing on your left" as they pass other pathway users; and
  - If cyclist wish to go faster than 20 kilometres per hour - they are to go on the road.
- Head west on pathway by play structure; and

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- Continue straight ahead at T-junction to crossing guard at Varley Crossing:

Teaching points

- Walk bike on short sidewalk as a pedestrian; and
- Turn right on Carr Crescent.

Teaching point
Passing parked car - treat as the curb and keep 1m away, and always watch out for potential of movement

- Follow Carr Crescent to pathway adjacent to Carmichael Court Condos;
- Follow multi-use pathway keeping straight (do not turn right onto forested path); and
- Pathway ends at 3-way stop at Weslock and Walden Drive

Teaching point - **Stop sign and surface change hazard:**

- Follow Walden north to parking lot for Beaver pond (notice change in surface and adjust speed accordingly)
- At Beaver pond, take the pathway to the south of the pond and stop at 1st Willow Tree.

STATION #2, Beaver Pond A (by 1st Willow Tree): Environmental Presentation
Activity #9 - Environmental presentation on the Beaver Pond:

Layout/location

- Well off path, on grass by first clump of willow trees

Equipment

- Table - qty 1
- Chair - qty 1

Travel: to show way to STATION #3

- continue along pathway and stop at 2nd bunch of Willow trees for gear changing lesson.

STATION #3, Beaver Pond B (by 2nd Willow tree): Changing Gears and Climbing
Activity #10 - How to change gears when climbing:

Layout/location

- Well off path, on grass by second clump of willow trees

Equipment

- The 'Drivetrain' pictured below, enlarged and printed as a poster, to be used to explain the 'order of shifting' (and what NOT to do)

Teaching point/Goal: To learn how to properly change gears when climbing:

- When travelling uphill (or downhill), leave lots of space between bikes to prevent crashes;
- When riding up a hill, shift to lower (smaller), gears early;
- Don't wait until you run out of momentum or feel pain in your legs before you shift;
- Shift down one gear at a time to keep cadence constant and avoid losing momentum;
- you want to use a low gear (small Chainring, large cog) to climb more efficiently (spinning vs mashing or aerobic vs anaerobic), to avoid breaking your chain;
- Sitting with a fast cadence is more efficient than standing with a lower one;
- Standing may be faster - but is only good for short climbs; and
- Ineffective use of gears will result on you tiring out sooner, breaking chains or being unable to pedal up hills.

Exercise:

- To successfully climb the upcoming hill on the pathway.

Note - also include following Teaching Points:

- Traffic calming post - located just after the path going to Walden; and
- Change in terrain - and need to cross the curb at 90 degrees, to avoid falling.

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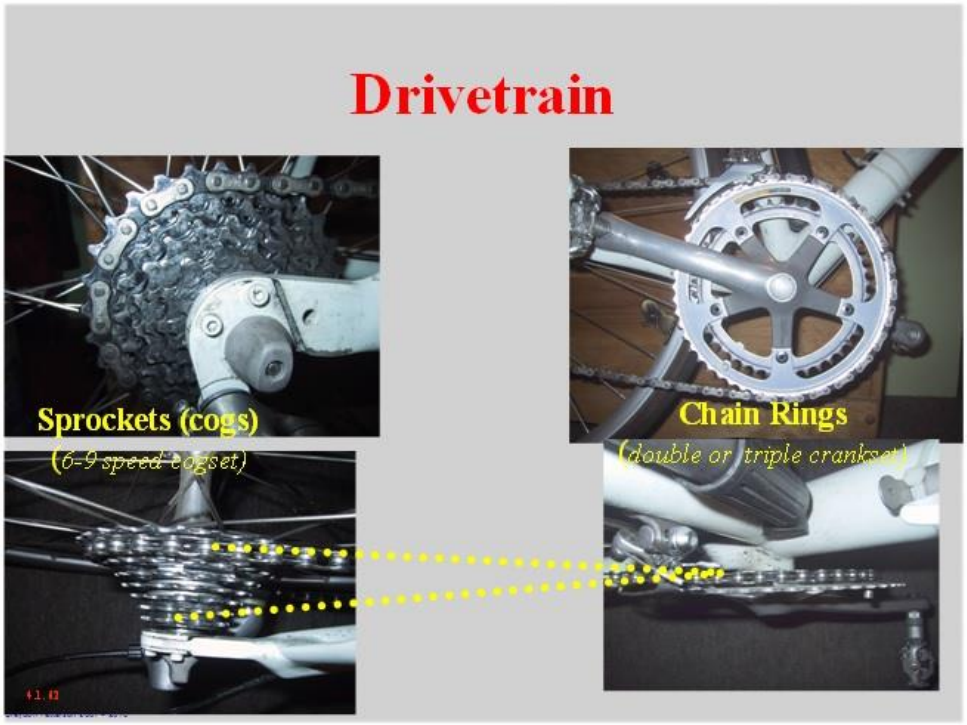

Travel: practicing changing gears when climbing:
- As the path heads away from the Beaverpond, follow it up the hill (staying to left at the fork);
- Continue straight at the next crossroads in the path; and
- The path will end at Walden Drive;

Teaching point - **switching from pathway to bike lane and note the Traffic calming post:**
- Turn right and follow bike lane; and
- As you approach St-Remi School, at Ironside Crt intersection, switch to sidewalk and walk bike as a pedestrian on Walden

Teaching point - walk bike as you approach school zone
- Opposite St-Remi school, walk bike across Walden Drive at Witherspoon Cres to STATION #4, St-Remi School, 100 Walden Drive

STATION #4, St-Remi School: **HTA Regs and Large Truck Blind Spots**
Activity #11 - HTA Regs "One Meter Rule" and "Dooring":
Goal: To learn and understand the changes to the HTA, directed at drivers; both the rules and the applicable fines.
Layout/location
- OPP to be at side of school;
- Signage to be taped high on school wall;
- Lafarge truck to be positioned in front of flagpole at school front entrance;
- all entrances/exits of parking lot to be blocked.

Equipment
- HTA signs to be posted by OPP activity.
- One or two cardboard cut-outs of life-size vehicles (both a car and a truck; truck to include width of mirrors);
- A measuring tape, metre stick or sonar (if Ottawa Police or OPP); and

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HTA REGULATORY SIGNS: to promote HTA Regs

- HTA Bill 31 - "Dooring":
    - "Dooring", commonly refers to someone opening a parked motor vehicle door into the path of a cyclist or other traffic;
    - Set fine has recently been increased to $365 (includes victim fine surcharge and court fees) PLUS three (3) demerit points;
    - Drivers who choose to contest the charge, could be subject to a fine up to $1,000 PLUS three demerit points, upon conviction.

- HTA Bill 31 - "One-metre" Rule:
    - Drivers must keep a one-metre (3 feet) distance from cyclist when passing;
    - Set fine: $110.

One-metre" Rule Goal:

- To see if participants and especially parents can successfully perceive/gauge both the width of their vehicle and one-metre

One-metre" Rule Exercise:

- If a curb or side of wall is not available - draw 'an imaginary side-of-the-road;
- Have one participant walk their bike along this imaginary side-of-the-road - up to one metre from the edge;
- Have other participants, walking with the 'cut-outs' around their waists, safely pass the 'cyclist'; and
- Measure the distance from the side of the 'cut-outs' to the 'cyclist.

Activity #12 - Truck Blind Spots Awareness:
Participants to actually sit in the driver's seat of a large truck to actually experience the vastness of visual blind spots.

Travel: now practicing proper hand signaling and straight line riding:

- Retrace steps and cross back over Walden with crossing guard, heading left on Waldon and follow bike lane to Kanata Avenue 3-way stop sign;
- At Walden and Kanata Avenue - dismount and cross as a pedestrian - being mindful of traffic;
- Cross Kanata Avenue and switch to pathway which leads into the parking lot for STATION #5, All Saints High School;
- Be careful of curb when exiting path to parking lot.

STATION #5, All Saints High School: Round-Abouts, Cross-walk and Speed Bumps
Activity #13, roundabouts, crosswalk and speed bumps:
Layout/location

- Simulated round-about to be positioned around the traffic circle in east parking lot;
- Cross walks and speed bumps are in adjacent parking lot.

Roundabouts Goal:

- to learn, understand and practice (on a 'chalk marked simulation' in the parking lot), how to enter and exit a roundabout as a 'vehicle';
- to understand a bicycle is a vehicle according to The Ontario Highway Traffic Act (HTA) - and, you need to manoeuver a Roundabout as a driver of a vehicle:
    - Approach the roundabout 1 m from the curb;
    - Shoulder check and signal left;
    - Yield to roundabout traffic;
    - Proceed when clear;
    - TAKE THE LANE;
    - To leave roundabout - shoulder check and signal right;
    - Exit intersection keeping the lane;

- Shoulder check and move back to 1 m from the curb.

- to understand however; that if you lack the confidence and/or ability to stay on the road in the roundabout, (ie smaller children), then, you must walk your bike on the side walk and cross like a pedestrian; all the while walking your bike;
- For speed bumps - note necessity to cross them with your wheels straight, and with both pedals in a neutral position (to prevent a 'down pedal' catching on the bump and causing a fall).

Speed Bump - Goal:
- to understand how to cross a speed bump safely.

Speed Bump - Exercise:
- Cross speed bump always at right angles to the speed bump, with pedals in neutral position to avoid catching a pedal.

Note: Speed bumps are actually in parking lot, close the circle (to be used for practice round-abouts).

Travel: now practicing proper hand signaling and straight line riding:
- Exit parking lot and left onto Kanata Ave (on bike) heading towards light; or
- Exit parking lot and left onto sidewalk on the side of the school (walking bike) heading towards lights;
- Cross Kanata Avenue at traffic light and head west on Kanata Avenue to traffic circle;
- Take first right onto Keyrock;
- Take second right onto Brunskill Way;
- Cross speed bump with proper technique - right angle with pedals in neutral position;
- Just before first turn on Brunskill Way, take pathway on the right to Badgeley Ave;
- Turn left on Badgeley Ave and cycle to the traffic circle on Goulbourn Forced Road;
- At traffic circle - turn right on Goulbourn Forced Road;
- Continue on to Kanata Avenue;
- At Kanata Avenue intersection turn left at traffic light (as a pedestrian (walking bike), or cyclist - depending on ability);
- Turn left at 3-way stop sign at Walden; (pass St Remi and Walden park on the right)
- Travel along Walden to 3-way stop sign at Weslock Way;
- Dismount and Cross Weslock Way as a pedestrian and switch to pathway (on right by fire hydrant);
- Follow pathway to Carr Crescent;
- Turn right at fork in pathway;
- Be careful of surface transition - path to road;
- Turn left on Carr Crescent and continue to Varley;
- **Note parked car on Carr - and pass appropriately (1 metre);**
- At Carr and Varley cross with the Crossing guard and turn left onto Varley; and
- Stay on Varley Drive, turn right into entrance of parking lot back to STATION #1, W Erskine Johnston Public School.

Station #1, Finish back at W Erskine Johnston Public School

Activity #14 - Check-out:

Participants to hand in Passport and fill out participant feedback questionnaire.