

CHAIN MAIL

Spring 2008

The Newsletter of Citizens for Safe Cycling
Volume 24 Issue 2

\$2.00 Value

Assessing the Ottawa Cycling Plan

CfSC Editorial

As many people are aware, the Ottawa Cycling Plan has been in the making for a long time, and people are anxious to start seeing some concrete results. The plan was first presented to CfSC as a viable project in 2003 and there have been many delays over the last several years. The most recent draft of the plan was released to the public at the end of April 2008 and can now be downloaded from our website:

www.safecycling.ca¹ This critical 200-page document is intended to lay the foundation for the future of cycling in our city, and represents Ottawa's overall commitment to cycling as a mode of transportation.



Soon the draft will go before the Agricultural and Rural Affairs Committee as well as the Transportation Committee. There is very little time for public input before it is finally presented to City Council. CfSC would like to see the plan go into effect so that we may start seeing some actual improvements to our

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PHOTO: Mike Buckthought

It makes sense to promote the bicycle as a mode of transportation, because cycling is suitable for people of all ages and there are many associated benefits. It's cost-effective, easy on the environment, doesn't take up much space, and on top of all that provides an excellent form of physical exercise that improves health and general well-being.

The Commuter Challenge: Don't pollute when you commute

By Mike Buckthought

During Environment Week, June 1-7, 2008, many people across the country will be taking part in the annual Commuter Challenge. Participants will use environment-friendly modes of transport to get to work as well as other destinations, and will keep track of how far they have travelled. In 2007, over 42,000 Canadians participated in the Commuter Challenge.

The event encourages everyone to walk, cycle, use public transit, telecommute or carpool instead of driving a car. Leave your car at home if you own one, and don't pollute when you commute. The program includes an environment-friendly competition between different communities and workplaces in order



PHOTO: Mike Buckthought

to see which ones have the highest participation rates during the week. Anyone can register. You don't need any special affiliations to sign up. You can register with your workplace or simply as an individual.

How do you take part in the Challenge? You start out by registering online, at www.CommuterChallenge.ca. Participants keep track of the distance they travel each day of the week while

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Chain Mail is published by Citizens for Safe Cycling, 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 improve riding and traffic skills, and of other road users to accommodate cyclist traffic 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 both author and source credits are given.

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Contributions are welcome. Text may be edited for style, length, and clarity. Please send submissions to editor@SafeCycling.ca

ISSN 1201-9809

Deadline for next issue: July 25, 2008

The 2007-2008 board is:

President: Charles Akben-Marchand
Vice-president: tOM Trottier
Secretary: Jenn McGuire
Treasurer: Peter Sloan
Directors at Large: Catherine Woodgold, Will Hallam, John Stevenson, Mike Buckthought (1 vacancy)

Board members can be reached through CfSC at 613-722-4454 or info@SafeCycling.ca

The CfSC Board meets monthly on Monday nights at 7 pm. All interested members are welcome to attend. Contact Secretary@SafeCycling.ca for time and place.

For inquiries about CfSC memberships, contact CfSC's Membership Co-ordinator at Membership@SafeCycling.ca



CfSC Volunteer Recognition

JAN 2008 — Paul Clarke

Paul raised cycling issues relating to College Ward with his Councillor and with CfSC. (e.g. Problems with Richmond Rd. and the Queensway crossing construction.)

MAR 2008 — Dave Garand

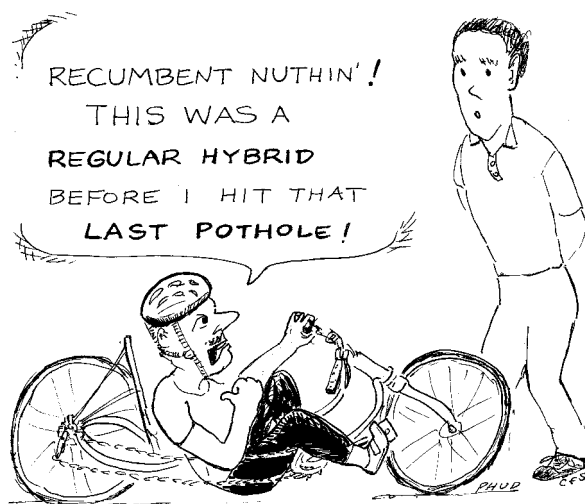
Dave was persistent in working with management at Sobey's in Orleans and succeeded in securing new bike parking facilities

FEB 2008 — Zlatko Krstulich

Zlatko has been working continuously to promote cycling in Kitchissippi Ward, recruiting new members, and representing CfSC at NCC consultations.



Beware of potholes!



Cartoon by PHUD

Potholes can be dangerous for many reasons. Make sure you report significant potholes to the City of Ottawa by calling 311 or e-mailing 311@ottawa.ca. If you have a camera, sending a few photos of the road surface with your message and a description of the location will help speed up repair work.

Editor's Note,

Hello all. Spring is finally here and we're heading into the busiest part of the cycling season. I'd bet everyone right now is thinking about how to make the most of it. Just remember that planning for safety will always make cycling more enjoyable and provide the greatest rewards in the end. When you're out there on the turf, don't forget to take notes as well as photos so you can share your experiences in upcoming issues of Chain Mail. 'Till then, happy cycling!

Sincerely, Robert D. Battistella editor@SafeCycling.ca



Cycling Plan

...continued from page 1

cycling routes. But at the same time, it's important to put things in perspective and ask questions about how effective this plan will be in the long run. Does it really meet the cycling needs of our city? And to what extent? After all, we want to ensure that future generations will be able to take part in a vibrant cycling culture.

The current plan is projected over the next twenty years, and phase one is expected to cost a mere \$26.6 million over ten years, taking us all the way to 2018. CfSC supports the plan in essence because realizing the values it proclaims will do much to improve cycling conditions in our city. But in relation to many international cycling trends, as well as global environmental concerns, it must be said that our city's cycling plan lacks ambition. In keeping with the Transportation

Master Plan, the primary goal of the OCP is to increase the modal share of cyclists from the 2001 figure of 1.7% to 3% by the year 2021. While this increase comes close to doubling the cycling modal share in Ottawa, we must consider that the current share is very small to begin with and that this increase is taking place over a period of twenty years!

In this context, the current target represents a fairly insignificant goal. It leaves a lot to be desired and is very pale in comparison with what is taking place in other urban centres around the world. According to the University of British Columbia, the overall modal share for cycling in the Netherlands, for example, is already 28% of all urban trips.² And when it comes to individual cities, some sources cite the cycling modal share of Copenhagen, Denmark, at 35%.³ A recent article notes that Lord Mayor Ritt Bjerregaard is working to turn Copenhagen into the world's most environmentally friendly city by

the year 2015.⁴ She is therefore committed to increasing the regular use of bicycles for transportation beyond the current statistic.

The scene in North American cities is typically quite different. But still, John Pucher attributes a 22% cycling modal share to the city of Davis, California,⁵ which is generally thought to be the highest figure in the US and Canada. Of course, the size of the city matters too. Davis has a population of just over 60,000. By comparison, Portland, Oregon, with a population of over 500,000 apparently has a current cycling share of 6%. Portland is a big proponent of bicycle boulevards and is currently aiming to significantly increase the number of bicycle trips.⁶ The city of London, England, offers some especially interesting statistics. With a population of over 7.5 million, this huge city is aiming for a cycling

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Commuter Challenge

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they are using environment-friendly modes of transport. Starting June 1, you can report the distances you've commuted.

By keeping track of the distances you have travelled, it's possible to estimate your reductions in air pollutants. You can see how much carbon dioxide is kept out of the atmosphere when you choose green modes of transport. You can also keep track of reductions in pollutants such as nitrogen oxides and particulate matter.

Why go car-free? The reasons include many health and environmental benefits. Ottawa experiences problems with smog, particularly in Centretown and Ottawa East. According to a recent study by Senes, an estimated 168,000 people



Photo: Mike Buckthought
Cycling benefits your health as well as the environment

in these areas are exposed to air that is of poor or very poor quality. Air pollution contributes to heart disease and respiratory diseases such as asthma. By going car-free, we improve our health while taking action to reduce emissions of greenhouse gases. Ottawa produced 4.6 million tonnes of greenhouse gases in 2004. The transportation

sector accounted for about 36 percent of this total.

You can find a lot more information about registering for the Commuter Challenge by visiting the website: www.CommuterChallenge.ca.

Registrations will be accepted until June 7. This year's Challenge is supported by Sustainable Alberta Association, Vancouver's Better Environmentally Sound Transportation (B.E.S.T.), Telus, and Teletrips.

Mike Buckthought organized some of the first commuter challenges. The first one took place in June, 1991 under the name "Bike to Work Week Challenge". 41 people took part. The following year there were 257 participants and it snowballed from there. In 1999 the event became known as the Commuter Challenge. Last year 42,000 people participated. Mike cycles year round.



#33 May/June 2008

Magazine caters to urban cyclists CfSC Editorial

The North American urban cycling movement is gaining speed. Billed as "the magazine for self-propelled people", *Momentum* magazine is published in Vancouver, BC, and is distributed for free in many North American cities, including Ottawa.

Momentum caters to people who cycle primarily for transportation and utilitarian purposes. It discusses riding on the road, legal issues of riding, and bicycle advocacy in general. The magazine provides lots of references to organizations and important events and is also a great resource for improving your knowledge of bicycles and related gear. You will often see reviews of equipment that's on the market and options that are available to meet your cycling needs. This publication has a lot of experienced professionals behind it and offers lots of information that can help improve your experience of cycling.

CfSC welcomes *Momentum* magazine as the harbinger of a stronger culture of cycling. Don't miss out. Pick up your copy next time you're out on the town. You can visit Momentum online at www.momentumplanet.com

re-Cycles Bicycle Co-op new location CfSC Editorial



Entrance to new Bronson location

The re-Cycles Bicycle Co-op has moved to a new location at 477 Bronson Ave. (Just one block south of Gladstone.) Unlike the old workshop on Nelson St., the new spot in Centretown is on the ground floor. In addition, the co-op has entered into a partnership with Causeway Work Centre, which is an employment and support service for people who are coping with various forms of social disadvantage.

Causeway will use the shop during the day for its own program and re-Cycles Co-op will retain its regular hours of Tuesday, Wednesday, and Thursday from 6pm-10pm until September 30, 2008. The co-op has also added a new time slot for volunteers on Sundays from 3pm-6pm.

Make sure to stop in and visit. Read more about the co-op and recent changes on the website: www.re-Cycles.ca

Time for Bluesfest

By Charles Akben-Marchand

Tell all your friends to ride their bikes down to the 2008 Cisco Ottawa Bluesfest! Just like last year, the Bluesfest will have free supervised valet bicycle parking (which can also be used by visitors to the War Museum). This year's compound will be much bigger than last year, and we'll have two parking areas for faster service.

You can also volunteer for the bike parking and get free access to shows (although volunteer shifts are 95% full in the bike parking area as of early May!). We had a great time at the fest last year, and we gave out lots of cycling safety information. We also raised a lot of funds for CfSC and Blues in the Schools, which helps with CfSC work during the year.

Hope to see you out there!

Visit www.ottawabluesfest.ca online to find out more details about this exciting event.



CfSC bike parking area, Bluesfest 2007



Cycling Plan

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modal share of at least 12% by the year 2010,⁷ with expectations to take it much higher thereafter. This is quite impressive considering that London's cycling share was quite low just a few years ago. Londoners are proving what is possible with a bit of planning and a lot of determination.

If Ottawa follows the rate of progress specified by targets in the present cycling plan, it will take us about 40 years to reach where Portland, Oregon, is today (6%), 60 years to be where London is expected to be in just 2 years, and a whole century simply to achieve the current cycling modal share of Copenhagen! For a city that claims to value cycling, that's pretty shameful, don't you think?

As it is, Ottawa's cycling plan is just not progressive enough. We need to raise the bar somewhat. It's true that statistics for utilitarian cycling in Canadian cities tend to show very small percentages. Ottawa ought to take initiative and aim for a position of national leadership by living up to international cycling trends and environmental standards. It could thus set an example for other Canadian cities to follow.

CfSC would like to see Ottawa's cycling mode increased to 3% in a much shorter time span (say 3 years instead of 20). With hard work and education, such goals could be attained much sooner. We really need to see targets that are more challenging and ambitious. After all, a safer cycling environment and a more efficient infrastructure will only be truly realized when a lot more people start using bicycles for routine trips. If we focus on getting more people to ride bicycles, we will surely see how effective this mode of transportation can be. That's why we don't want any more delays in putting the plan to work.

Yet we must point out that the current plan provides very little support for cycling education, promotion, and programming. More emphasis needs to be placed on these important elements, and we also need to see more discussion about calming traffic in our neighbourhoods. This in turn would create safer cycling conditions and encourage more vulnerable and less experienced cyclists. Children would be able to get to school safely by bicycle. More senior citizens could take advantage of this wonderful form of exercise. There are many mechanisms that could be implemented to achieve this, and the plan could aim at generating a broad network of quiet streets, such as those described in the fused-grid model proposed by CMHC. (Echo Drive provides an example of the fused-grid model.)

Promoting cycling as a mode of transportation makes sense in so many ways. It's cost effective, easy on the environment, and even promotes good health. These reasons are acknowledged in Ottawa's cycling plan. And there is a good deal of praise for the bicycle within its pages. But at the end of the day the overall investment seems to fall short of what is needed to bring about the kind of transformation alluded to in its vision.

If cycling were to take over more of the modal share currently occupied by cars, a great deal of stress would be taken off our road infrastructure. That would likely mean huge savings in maintenance costs. But on top of that the overall health of our citizens would benefit from increased exercise. Every

time a bicycle is used instead of a car that means fewer greenhouse gases and toxic emissions being spewed into the air we breathe, thereby impacting on health and the environment in a positive way. Investing in cycling now means many returns in the future in terms of health-care benefits, reduced health-care costs, reduced maintenance work, and many other rewards that come with a cleaner, safer environment and healthier, happier communities.

Current global indicators are alarming. From climate change to poor air quality and other forms of environmental degradation, to rising gas prices and oil reserve crises, it's no wonder that there is a growing sense of urgency about creating greener cities and friendlier modes of transportation. Cities all over the planet are setting high standards for increasing the use of bicycles. That's because cycling provides an effective and immediate solution to some very complex urban problems.

It's just not acceptable that Ottawa would set a mere target increase to 3% over 20 years. And just think, the current budget for our plan amounts to a little over three dollars per person each year over the next ten years. That's less than the cost of a single round-trip on an OC Transpo bus being spent in the span of a year! Surely Ottawa can afford to put a little more than that into such a momentous transportation strategy.

CfSC Editorial Committee

*footnotes below

Footnotes for Assessing the Ottawa Cycling Plan – CfSC Editorial

1. also see our OCP resource page, which has a lot of background info and links to other cycling plans: www.safecycling.ca/ocp.html
2. www.cher.ubc.ca/cyclingincities/injury.html
3. www.velorution.biz/?p=1404
4. www.copenhagenize.com/2008/01/lord-mayors-radical-cycle-visions.html
5. www.vtqi.org/puchertq2.pdf
6. <http://la.streetsblog.org/2008/03/07/all-eyes-on-portland-at-bike-summit/>
7. see City of London Cycling Plan <http://www.cityoflondon.gov.uk/>





EnviroCentre

CAN-BIKE courses help to boost skill and confidence on the road. They cover many aspects of cycling education, and are suitable for a broad range of people.

CAN-BIKE Cycling Education Courses

By Elyse McCann

The season for cycling has begun and CAN-BIKE courses are geared up and ready to roll. CAN-BIKE is a series of cycling courses designed to enhance particular skills and an overall ability to ride safely on roadways. The courses include Kids CAN-BIKE, Teen CAN-BIKE, Commuter Traffic Skills, Cycling

Freedom for Women, Cycling for Seniors, CAN-BIKE I, CAN-BIKE II and Adult or Kids Learn to Ride programs.

Why take CAN-BIKE? Whether you cycle for utilitarian or recreational purposes, you can enhance your ability to ride safely in traffic by taking a CAN-BIKE course. Lane positioning is one of the most important skills a cyclist can develop. For example, riding too close to the curb or passing a vehicle unsafely that is turning right, are common situations that place a rider in danger. CAN-BIKE teaches how to manoeuvre safely on a roadway to enhance visibility and decrease the risk of collisions. Handling skills, laws, route planning, equipment and basic bicycle maintenance are also addressed in the courses.

CAN-BIKE courses are offered at recreation centres across the City of Ottawa. To find out more please visit www.envirocentre.ca.

Elyse McCann is the Community Programs Manager at Enviro-Centre. CAN-BIKE receives funding from the City of Ottawa's TravelWise department

President's Report

By Charles Akben-Marchand

Cycling season has arrived! Even though I cycle all winter, the recent summer-like weather has meant a lot more fellow cyclists out on the roads. What a wonderful sight!

That said, we've been very busy all winter, responding to media enquiries, organizing booths, meeting with councillors, and—most importantly—looking at the latest draft of the Ottawa Cycling Plan. Make sure to stay up to date on this issue by visiting our website.

The Cycling Plan is like a Community Design Plan for the cycling community, and it plays a crucial role in determining priority for cycling issues.

2008 Cycling Events:

We held a booth at Carleton University in March, and our booth at the Eco-Stewardship Fair on April 19 was very popular. We got to talk with many cyclists about the Cycling Plan, as well as recruit members and raise funds through map sales. We need your help to staff CfSC booths at upcoming events this summer. It's a great way to learn about CfSC and cycling issues. Every event where we have a booth means more exposure for CfSC and more awareness raised about cycling and cycling safety.

On April 12, a group calling themselves The Derailleurs organized a bike rally for more bike lanes. They attracted about 40 cyclists, including a few curious CfSC members. While CfSC doesn't think that bike lanes are the solution to all cycling problems in Ottawa (see our bike lanes policy on our website), the Board recognized this group's efforts to get cyclists active (politically, that is!) by sponsoring one of their members to take a CAN-BIKE II course with EnviroCentre.

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Volunteer Opportunities: help us make a difference

Join the CfSC Newslist: CfSC's public e-mail list has been an important cycling forum for over 10 years. To subscribe visit www.SafeCycling.ca and follow instructions under news/discuss

Attend a CfSC Booth: Information booths are an important venue for CfSC. Help us host an upcoming booth and get up to speed on cycling issues while you're at it. Don't be shy! Let us know that you are interested: info@SafeCycling.ca

Advocacy & Membership Committee: The Advocacy & Membership Committee meets on the fourth Monday of each month at 7 pm

Join us for a meeting, have your say, and find out some interesting facts. E-mail info@SafeCycling.ca to confirm date, time, and location.

Board meetings: Come to a Board meeting. CfSC's Board discusses the highest level of CfSC business, but also a whole range of fascinating subjects.

The Board usually meets on the second Monday of the month at 7 pm. Check out the Newslist or e-mail secretary@SafeCycling.ca to confirm the time, date, and location.

There's a lot of other things to do. Just get in touch to find out more.



President's Report

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Once again I'm knee deep in organizing the supervised bicycle parking compound at Bluesfest, which is another great opportunity for CfSC to get exposure. Volunteer registration is now open for Bluesfest, and the more cyclists that volunteer at the bike parking compound, the better. Also, you get a free T-shirt and access to shows!

We'd like to have another CfSC picnic this summer, and we're looking for someone to take the lead in organizing it. A picnic helps add variety to all the meetings in the CfSC calendar.

CfSC Activities: In February, I was

interviewed on a Kitchener phone-in radio show where the topic was "Should bicycles be banned from winter roads?" Luckily, nobody seemed to think banning cyclists was a good idea.

Meanwhile, back in Ottawa, to some extent, the Sun and the Citizen as well as English and French branches of the CBC have been covering CfSC and the Cycling Plan.

CfSC would like to welcome Mike Buckthought to the Board of Directors. Mike recently became an official member of the Board. There is currently one vacancy left to fill.

We also have two new Ward Advocates, Paul Clarke in College Ward, and John Verbaas in Rideau-Vanier. They join Zlatko Krstulich in Kitchissippi, Peter Sloan in Gloucester- Southgate, Will Hallam in

Bay, Robert D. Battistella in Beacon Hill-Cyrville, and John Stevenson in Capital. Contact your ward advocate to get involved in issues in your ward, or if you don't have one, consider becoming the advocate for your ward!

You don't have to be a Ward Advocate to make a difference, though. Encourage your friends to join CfSC so we have more voice, take a CAN-BIKE course to improve your own knowledge of cycling safety, and report cycling hazards, including dangerous drivers and potholes. We had a very harsh winter, and that has left a record number of potholes. Also, e-mail your councillors and tell them that you want the Cycling Plan to be passed! Please remember to cc: info@safecycling.ca so we can keep up to speed.

- Charles

Bites from the Cycling Roundtable

By Peter Sloan

The most recent Cycling Roundtable took place with City staff on Wed., April 23, 2008. Here are a few highlights:

→ **The Ottawa Cycling Plan** is expected to go before the Transportation Committee on June 18, 2008. Wilf Koppert (Public Works and Services) said fine-tuning of the plan had involved a good deal of collaboration between City staff, managers and consultants. In response to some comments that the plan is "unambitious", Mr. Koppert appeared open to the idea of increasing the modal share of cyclists beyond the current 3% target. Unfortunately, due to time restrictions, this point could not be clarified. Some other topics that were touched upon included wide shared lanes instead of bike lanes in residential areas, the rural component of the OCP, and cycling implications for Transit Option 4 of the Transportation Master Plan.

→ **Ottawa Road Safety** results for 2007 were released. Of 40 deaths, 3 were cyclists. 257 cyclists were injured in reported collisions. Intersections with Hunt Club have the highest collision rates (Woodroffe, Prince of Wales, Riverside, and Bank).

→ **New Pathways:** the Bayview pathway is on hold pending transit routing decisions. In 2008, a 1.3km

pathway will proceed on the Byron corridor between Redwood and Richardson. And in the east end there are plans for a stone-dust path parallel to Innes Rd. between Donna and Trim Road

→ **Maintaining Pathways:** NCC and the City will collaborate more on pathway design and maintenance issues, including path sweeping earlier in the year. Jean Charbonneau of the NCC has been invited to the July 22 roundtable.

→ **Parking Meter Racks:** City staff members made it clear they are not in favour of replacing parking meter heads with post-and-ring bike racks because **a)** rings are expensive and **b)** sidewalk snow clearing is improved when posts are removed. Robin Bennett said the City intends to install an equivalent number of better-situated bike racks.

→ **Charity:** The Shenkman Foundation is giving 339 bikes as well as helmets and cycling education to underprivileged children in local centertown schools.

→ **Cycling Education:** EnviroCentre reported increased registration in CAN-BIKE cycling education courses. In case anyone is interested, they are looking for more instructors.

→ **Cycling Modal Share:** According to City Origin-Destination surveys, the cycling modal share among commuters has been dropping since 1995

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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.

Rack & Roll

OC Transpo's Rack & Roll service was
fully reinstated on April 20, 2008. Many
people might have noticed that a lot of
racks started appearing on some routes
as early as the first week of April.

Rack & Roll is a great service that
provides flexibility when travelling around
the city with your bike. It makes many
longer trips possible that would otherwise
be impractical.

The service continues until the end of
October. Enjoy it while you can!

MEMBER DISCOUNTS AT BIKE SHOPS

The following stores give discounts to card-carrying CfSC members
Some restrictions may apply

The Cyclery

1073 Bank Street
— 10% off parts and accessories

Westboro Sports Centre

327 Richmond Road
— 10% off parts and accessories

McCrack's Cycles

889 Bank Street
— 10% off parts and
accessories

**Joe Mamma Urban Cycles**

216 Pretoria (at Bank)
— 10% off parts and accessories

Full Cycle

427 St. Laurent Blvd
— 10% off parts and accessories

Valiquette's Source for Sports

1740 Carling Avenue
— 20% off in-stock accessories

Tommy & Lefebvre Stores

464 Bank Street,
2206 Carling Ave,
499 Terry Fox Drive,
2615 Lancaster Road, (warehouse)
Unit 107B, 250 Centrum Blvd (Orleans)

— 10% off regular price cycling clothing and
accessories

**Fresh Air Experience**

1291 Wellington Street
— 10% off parts, accessories, and clothing;
5% off bikes

Orleans Cycles

2404 St. Joseph Blvd
10% off parts and accessories

Note: **MEC** and **CycleLogik** are CfSC
corporate members, but are unable to offer
discounts

Bushtukah Outdoor Store

203 Richmond Road
10% off parts and accessories

Rebec and Kroes (New Location)

2679 Alta Vista Drive Unit 15B
10% off parts and accessories

CfSC Membership Application Form

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? _____

*: 2nd Member's Name: _____

2nd Member's E-Mail: _____

2nd Member's Tel: (W/C) _____

www.SafeCycling.ca

