

CHAINMAIL

Winter 2008

The Newsletter of Citizens for Safe Cycling
Volume 24 Issue 1

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Winter Cycling

By tOM A. Trottier

Back around 1960, I was attending Assumption High School in Windsor, Ontario, in the "Sun Parlour of Canada" – Canada's southernmost city. One night (in those pre-metric days) 9 inches of snow fell. The whole city was quiet – there was hardly any traffic. For me, it was time to go to school – by bicycle. I had an old black English bike that must have weighed 40 pounds or more. My medium-sized tires just sliced through the virgin snow. It was slow, but I started early, and got to school on time before a lot of other people.

That day biking to school actually gave me an advantage over other people who were still stuck in the snow waiting for ploughs to show up long after I had already arrived. Contrary to some popular notions, bicycles are in fact useful as a mode of winter transportation and as a new challenge for fun and exercise.

OTLA Expands its Helmets on Kids Campaign to Ottawa

By Laurie Tucker, OTLA

The Ontario Trial Lawyers Association (OTLA) is dedicated to the cause of those who have suffered injury or injustice. In accordance with that mandate, OTLA has established the *Helmets on Kids* initiative, operating in partnership with community organizations to provide less privileged children with bicycle helmets. The community partnership also provides an education and awareness program regarding helmet use. Established in 2002 in the



What Kind of Bike?

Salt is hard on bikes – you may want to use a "beater" as a winter bike – a bike, that is, that has already seen its best days, instead of one that is valuable to you.

Keep your brake & derailleur pivots and your chain well lubricated. You may find your steering and cranking stiffer than normal. You can use lighter grease on those joints.

You also want fenders to ward off slush and spray. Aluminum fenders take the cold better than plastic ones, which tend to grow brittle.

Continued page 3 - "Winter Biking"

London and Chatham areas, the program has continued to grow within the London region, with nearly 5,000 helmets delivered over its first five years.

OTLA is now working to expand this important initiative to other areas of the province, including Ottawa. This being the first year for the Helmets on Kids program in Ottawa, OTLA is pleased to have established community partnerships with Citizens for Safe Cycling, Plan-it-Safe (CHEO),

Continued page 3 "OTLA - Helmets"



Photo: Kristian Mollenborg

The image above shows a bike buried in snow, a sight that is all too common during Ottawa winters. Although it can sometimes seem rather poetic – often a subject for artistic speculation – from a practical point of view, this is really a sign that cyclists require better parking facilities, especially in the winter!

Urgent: See "Cycling Plan Rolls In" on page 3 (Ottawa Cycling Plan)

In This Issue:

Winter Biking	1,3,4
OTLA – Helmets on Kids	1,3
Volunteer Recognition	2
Winter Cyclist Sandwich	2
★ Ottawa Cycling Plan	→ 3
Checklist for Winter Biking	4
Nicholas Mann Gateway	5
CAN-BIKE Education	5
Protect Albert/Slater routes	5
President`s Report	6,7
Cycling Round Table	6
Volunteer Opportunities	6
Bike Store Discounts	8
Membership Form	8

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

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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 (2 vacancies)

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

OCT 2007 — Peter Bradley

Peter provided some great assistance throughout the Summer at CfSC information booths.

DEC 2007 — Kathy Sadler

Kathy was a great help at the Bluesfest Bike Parking in July, and since then also worked to have CfSC brochures distributed at all Running Room stores in Ottawa.

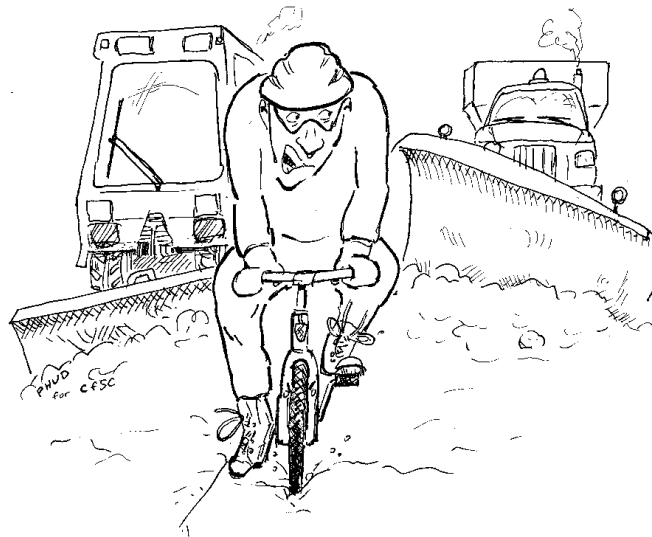
NOV 2007— Andrew Cameron

Through his presentation about a recent cycling trip across Africa (Tour d'Afrique) Andrew raised awareness about CfSC and its cause as well as raising funds for our organization.

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.)

Don't let this happen to you!



IMPENDING WINTER CYCLIST SANDWICH

Cartoon by PHUD

Join CfSC in raising awareness of winter cycling issues. Help us make winter cycling courses more available and accessible. More people would cycle in the winter if only they could be better prepared and if our city would provide better cycling facilities, especially in the winter!

Editor's Note,

Hello all. This is my second issue of *Chain Mail*. Winter can present some serious challenges to many cyclists (myself included) and I hope that you will find some useful information here. I would like to remind everyone that *Chain Mail* is always happy to accept submissions of photos as well as cycling experiences, stories, news, events, and points of view. Your participation goes a long way towards improving the newsletter.

Sincerely, Robert D. Battistella — editor@SafeCycling.ca



OTLA ... Helmets on Kids

...continued from page 1

the Head Injury Association of the Ottawa Valley, the Vista Centre, the Ottawa Safety Council, Safe Communities Ottawa, and the Public Health Unit.

A number of OTLA lawyers have generously contributed to the Ottawa *Helmets on Kids* initiative. With the fundraising efforts for this year coming to a close, the OTLA expects to be ordering the helmets very soon, with a view to distributing them this spring.

For further information about this program, please contact Laurie Tucker at Burn Tucker, the Personal Injury Group of Doucet McBride at (613) 233-4474 or ltucker@burntucker.com.

★ Cycling Plan Rolls In

CfSC Editorial

The Ottawa Cycling Plan, which has been in development since 2003, may finally see the light of day!

City Staff has reported to the Roads and Cycling Advisory Committee that the plan — which sets out how the City will get more people cycling — is likely to be released this month for consideration by the City's Transportation Committee. We have good reason to believe that we have less than two weeks to review

the revised plan and get our recommendations to City Council!

Come to the Advocacy Committee meeting on **Monday, February 25th, at 7:00 pm**, which will be held at McNabb Park Community Centre, to discuss the cycling plan and CfSC's response to it. Also e-mail info@SafeCycling.ca if you are interested in the Cycling Plan and would like to get involved.

CfSC Editorial Committee



Winter Cycling

...continued from page 1

While most people like the wide tires of mountain bikes, some like the narrow tires of road or racing bikes because they can at times cut through snow to the pavement. It's a good idea to use studded tires — especially on the front wheel — in order to avoid skids. It's advisable to always use tires with aggressive treads for snow. Use pedals with clips for your feet, but remove straps so that you can put your foot down quickly if necessary. If you want to try pathways or snowmobile routes, you can get special bikes with super-wide tires to float better over packed snow.

Clothing to keep you warm

If people can ski in the cold, they can cycle too! In fact, the speed record for cycling was made on snow — 210 km/h down a very steep slope. That's some wind chill! When the temperature is just around freezing, and your trip is short, you hardly need

any special clothes at all — just a helmet, a jacket, warm socks, and some lights. Your energetic pedalling keeps you warm. But when the sun hasn't come up yet, there's a wind blowing, it's 30 below, and it's 20km to work, you want to be ready! It's amazing how much you will warm up once you start cycling. But there are some body parts that just need some special attention when it's really cold. Those are your extremities and any exposed areas of skin.

Dressing from head to toe

Wear a ski helmet, or a bike helmet with a hood, balaclava, toque, or helmet liner inside. Look for ski helmets meeting the Snell RS-98 standard. The CEN 1077 and ASTM standards are not quite as good. Ski goggles will keep your eyes warm. Double-wall goggles prevent fogging. Wear sunglasses on very bright days, and clear goggles or "shooting glasses" when it's dim. Cover your lower face with a neoprene ski mask, balaclava, or long muffler. Use a scarf or neckwarmer to keep your neck covered and warm. Wear silky or

synthetic under-garments, rather than cotton.

Your windproof jacket should fully cover your buttocks, even when you're hunched over and leaning forward on your bike. Zipper fronts can let some air in when you get too warm. Sweaters and fleece or down shirts worn inside should have sleeves to keep your thinner parts warm. Layering is good, but de-layer by undoing the front zips of your garments rather than stopping to undress.

Keeping your hands warm is crucial. This cannot be stressed enough! Wear warm ski mitts — they are warmer than gloves. And it's important that the outer layer be windproof. You may need to double up with two pairs on colder days. In addition, you can carry hand-warmer packets in case you need them for extra warmth.

Continued page 4 "winter biking"

Winter Cycling

...continued from page 3

Fleece pants or leggings, or wind-resistant pants with silky long johns underneath will keep your legs and feet warmer. Use wicking sports socks (not cotton) under thick wool or fleece socks inside warm boots. Bicycle gaiters will keep your feet and calves dry and warm. They fit over your toe and around your heel and extend almost up to your knee. Woven or neoprene material keep the wind out better than knitted fabric. Avoid cotton – use wool or polyester fleece. Cotton tends to retain moisture and will get wet and cold with sweat. Clean your clothing regularly to get sweat and spray out, keeping their insulation at a maximum.

Drink some hot cocoa – you can bring some along in a small thermos. Fill a water bottle with scalding hot water or gatorade and keep it in an inner parka pocket to keep you warm. (Too hot? Put a clean sock over it for now and drink it after it cools down.)

Lighten up

Be seen. Winter days are short. By law, your bike must have a white front light and a red rear reflector or light between 1/2 hour before sunset and 1/2 hour after sunrise, or in foul weather— which is common in the Winter. Use flashing or strobe lights whenever possible (highly recommended). Wear a retroreflective/fluorescent vest. Those similar to the ones used by road construction crews can be effective and there are other effective types as well. Put retroreflective tape on your bike frame and on your bike rims, facing the hub.

Your batteries also feel the cold. Lithium batteries are best, but are also expensive. Rechargeables need recharging more often – keep them warm and recharged inside. Carry extra batteries for all your lights just in case, and/or use several lights.



Photo: by Charlene Adrian

Photo on the left: cyclist Tony Adrian gears up for a crisp winter ride.

Checklist

- ✓ helmet
- ✓ clear lens ski goggles
- ✓ wind resistant balaclava
- ✓ bright reflective clothing
- ✓ rear view mirror
- ✓ lobster claw mitts
- ✓ computer (optional)
- ✓ bell
- ✓ full fenders
- ✓ reflective straps
- ✓ winter boots rated for cold weather with extra socks
- ✓ studded winter tires that will even handle black ice

Note: This is an example only, not a definitive list. Some items are optional, and some are replaceable by different items.

Take care and exercise good judgement

Roads are often clear and dry in the winter, but of course other times they can be quite tricky. Less used pathways and roads also tend to be more uneven and slippery than main routes. Slow down on icy or snowy roads. Make your turns upright - don't lean! Watch out for black (clear) ice on bridges, in shadows, and especially on curves and corners. On uneven icy surfaces, go about 5-10 km/h and be prepared to put a foot down if necessary.

One of the worst surfaces that often proves difficult to ride on is new snow that's been recently rutted by cars and trucks. The tracks they've packed can push your front tire around and you may tend to plough from side to side. Go slow to start. You'll get used to it after a while. Or you can head for undisturbed snow at the sides or middle, if available.

If you do happen to fall, try to fall on your buttocks or shoulder and roll if possible. Find ways to reduce impact.

Ride very carefully when near moving cars. Take the lane if it's narrow – snow banks can often create very narrow lanes. That lovely white powder on a new morning covers up potholes and frozen lumps very well. Keep a close eye on bumps and hollows that may mask unpleasant surprises, and try sticking to the smoother sections when possible.

Have fun

Once you get moving, you will warm up. Open your jacket to let some cold air in. Often, you can regulate your temperature by speeding up to warm up, or slowing down to cool off. Your own body energy acts like a furnace!

But don't be too proud. If you're feeling cold, stop and go into a store or café to warm up. Wash your hands in tepid water to quickly warm them. Drink some hot cocoa, clasping the mug tightly. Remember the point is to have fun and enjoy yourself, rather than just measuring the amount of suffering you can take!

For lots more advice, see www.IceBike.com



Nicholas Mann Gateway Precinct Design - Update

By Robert D. Battistella

On Monday, February 4, 2008, organizers of the Nicholas Mann Gateway project held an Open House at the Sandy Hill Community Centre. For those who are not familiar with it, the project embodies a collaborative effort between the City of Ottawa, a group of stakeholders, and the public, that aims to improve an area known as the Nicholas Mann Gateway.

Roughly defined, the gateway is a strategic zone flanked by the Rideau River, Mann Avenue, the Queensway, and includes the Sandy Hill Arena as well as part of Lees avenue. The land has been described as under-utilized and anyone who travels through it knows that it can be awkward, confusing, and difficult to navigate on foot or by bicycle. Generally one could describe the area as inhospitable and at times perhaps dangerous for a number of reasons.

The goal of this project is to transform the land into a fully functional, safer, environmentally sound, and esthetically pleasing precinct that will be much more friendly to pedestrians and cyclists. The new development is likely to include such wonderful features as a pedestrian bridge, a roundabout to calm and direct traffic, many new pathways and connecting routes, green spaces, and a host of other possibilities that are still being considered in conceptual terms.

The Open House included a presentation of recently developed design concepts and models. In all, four models were put forward, each introducing unique characteristics, features, and options.

Project organizers obtained the general public's perspective by requesting that all open house



Design concepts for the Nicholas Mann Gateway are presented to the public at an Open House held at Sandy Hill Community Centre on Feb 04, 2008

participants fill out a questionnaire on each model. This feedback from the public will be assimilated in the weeks ahead and a follow-up session is slated for sometime in the near future. Stay tuned for more info on this exciting project.

CAN-BIKE Cycling Education Courses

By Elyse McCann

Spring is fast approaching and CAN-BIKE Cycling Education Courses will begin in late April. Currently, there are over 25 courses scheduled at recreation centres across the region and course listings will be available in the City of Ottawa Recreation Guide and EnviroCentre's website. Courses offered include Kids CAN-BIKE, Cycling Freedom for Women, Cycling Skills for Seniors, Teen CAN-BIKE, Adult Learn to Ride, Children's Learn to Ride, CAN-BIKE I and CAN-BIKE II. This year is shaping up to be a strong season for cycling education.

The benefits of taking a CAN-BIKE course are numerous, especially when considering that everyday cyclists face challenging situations in traffic. CAN-BIKE courses teach the skills to negotiate traffic safely and with confidence. For example, proper lane positioning plays a key role for visibility and safety, especially on roads with high volume and/or busses; handling skills

Protect Albert/Slater for Cycling

By Alayne McGregor

The City of Ottawa is holding consultation sessions from March 3 - March 6, 2008, across the city on its Transportation Master Plan, and in particular the downtown transit corridor routes. Whatever choice is made could either enhance or seriously damage the cycling routes on Albert and Slater streets, as well as other important downtown routes.

You must register by noon Monday, March 3, for the detailed discussion groups, but you can just drop-in to the open houses. For more info, see

http://ottawa.ca/residents/public_consult/beyond_2020/tmp/index_en.html

enhance one's ability to avoid hazards and potentially, collisions; basic bicycle maintenance skills are an asset to any cyclist. These are only samples of the topics addressed through CAN-BIKE courses, which combine in-class and riding components. CAN-BIKE instructors are knowledgeable, certified through the Canadian Cycling Association and passionate about cycling. The diversity of courses available meets the needs of all riders — even experienced ones!

Visit our website www.envirocentre.ca or contact our office at 613- 580-2582. EnviroCentre is located at City Hall, 110 Laurier Ave West, where you can find cycling resources, register for courses, and ask any questions you may have about the services.

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

envirocentre.ca
CAN BIKE
cycling education programs

President's Report

By Charles Akben-Marchand

CfSC has started the New Year off with a buzz of activity, and our all-volunteer team continues to do excellent work. Here are a few highlights:

FOUR NOTABLE RECENT EVENTS

1. In early December, Andrew Cameron raised nearly \$200 for CfSC at a U of O presentation about his 12,000 km ride across Africa. We also thank him for raising awareness about our organization and our cause.
2. CfSC went on the Air at CKCU Radio in November
3. An interview also aired on CBC Radio in December
4. On January 23, 2008, CfSC co-sponsored a Transportation Forum with Ecology Ottawa, held at the Great Canadian Theatre Company. The forum was well attended and cyclists were well represented.

CfSC ACTIVITIES

There has been lots of fresh energy fueling new projects. For example, the Editorial Committee has been busy preparing the new Chain Link e-newsletter. Chain Link is a monthly e-bulletin designed to keep CfSC members up to speed about important cycling issues.

By now I'm sure you've all heard about the new CfSC Ward Advocate program. So far, volunteers have come forward to represent CfSC in about a quarter of the City's 23 wards.

The Advocacy Committee meetings have become so popular that we have outgrown the coffeeshop setting. The next meeting will be held on February 25 at McNabb Park Community Centre, and subsequent

Continued page 7

City of Ottawa Cycling Round Table

By Peter Sloan

The City of Ottawa holds a cycling round-table about every two months. This is mainly for city staff, but CfSC, EnviroCentre, and the Ottawa Police (Graydon Patterson) are normally invited to sit in.

At the last such meeting, Tuesday, January 22, several items of general interest were raised. Here is a brief summary of some highlights:

- There was a lot of discussion on pathway security. A thesis from Calgary University, written by Jon Lea, which included details on the European cycling experience, was extensively quoted. Helmet use for adults and children was debated at length, and compulsory use for adults was considered to be un-favourable
- The City and NCC are coming up with a joint "code of conduct" for pathway use. I asked them to change "use the bell" to "audible warning of approach" to allow voice as a (less confusing) warning.
- Prince of Wales (from Fisher to Woodroffe) will be "twinned" for cars and, when it is, there will be either

cycle lanes or a separate cycle/foot path.

→ The Rack & Roll program will try to cover ALL buses on popular routes. Racks on some routes, like the #1, will be discontinued due to low demand. Dates of use will not change.

→ The budget for cycling facilities was discussed. It appears much of it will be spent on a link through Mooney's Bay Park to Walkley to allow users of the Canal path to continue southward.

→ The issue of double-file riding was discussed in detail. Graydon had asked police to refrain from charging groups like the OBC with two-up riding because it is in fact legal as long as the group lets other users pass easily. Several incidents had occurred involving impatient drivers, OPP officials, and City Police.

→ CfSC was asked to cooperate with Pathway Patrol and others in promoting safety on Sunday Bike Days.

→ Diane Dupuis announced the Ottawa Cycling Plan had gone for approval by City management with the intention of releasing it to the Transportation Committee by February 20, 2008.

Next round-table is on April 22

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

...continued from page 6

meetings are yet to be determined.

We continue to have at least one booth each month, and booths are still a great way to learn about CfSC and interact with other cyclists.

The Park & Bike program is at a lull at the moment (only 11 people are registered currently at Carlingwood), and Pat MacDonald, who organized it in 2007, is looking for help in getting it promoted for 2008.

CfSC will again be organizing the Bike Parking compound at Bluesfest, and we want it to be better than ever. If you'd like to volunteer by helping with the Bike Parking area, please contact me.

We're in the conceptual stages of organizing a multi-year Cycling Infrastructure Design Competition, which would get local postsecondary students in appropriate fields to study "missing links" in the cycling network and come up with solutions. Let us know if you're interested in helping us out.

AT CITY HALL

I am happy to report that the City's 2008 budget includes money for cycling. Unlike previous years, where CfSC had to press Council to add cycling programs to the budget, they were included in the very first draft. The Transportation Demand Management department also survived budget cuts.

Cycling infrastructure funding also increased from \$0 in 2007 to

around \$400,000. This will mostly go towards pathway construction at Mooney's Bay-Walkley/Riverside, as well as planning for downtown cycling routes.

We're trying to get the City to update and re-print its brochure on bike parking for building owners. This brochure will be instrumental in getting better bike parking at places where cyclists shop — at no cost to the City!

CfSC has representatives on various City projects, including the Bank Street Redevelopment, the Nicholas-Mann Gateway Corridor, the Wellington Street Community Design Plan, the Beyond 20/20 strategic plan review, and the Transportation Master Plan review.

WELLINGTON STREET WEST REDEVELOPMENT

Wellington Street is particularly important, because the City is looking at detouring cyclists one block North onto Spencer and Armstrong. While this detour is a nice one, it is not intuitive, and it doesn't help cyclists who have destinations on Wellington Street itself. We are pushing to get wider shared lanes along the narrowest section — the section west of Parkdale — by removing the little-used parking on the South side of this section. There is also a lack of bike parking along many parts of Wellington West.

In related development news, CfSC has been in contact with the City regarding the impact on cycling of various new developments and redevelopments, including Limebank/Spratt, 417 and Transitway

construction, and the Bronson bridge over the canal.

SAY HI TO DALTON

In December, at the provincial level, PST was removed from helmets, bikes under \$1000, and some accessories, as promised by the Liberal party during the recent election campaign. Incentives for safety accessories are important, so that cyclists are encouraged to protect themselves and prevent collisions.

The Province is also doing a review of its Health Curriculum in schools. CfSC aims to work with this consultation group to improve attention to cycling and traffic safety in the Ontario curriculum.

MAKING CONNECTIONS

CfSC recently reiterated its support for the rural pathways project. As we learned through the Federation of Citizens' Associations, a top priority for this project is a connection between Greely and Manotick. We have sent our support to City Councillors and to the Community Associations for these two areas.

All these things and more are going on at CfSC, and there is never a dull moment. New people continue to come forward with new ideas and energy, and we're able to translate most of those ideas into real action!

I hope we'll see you around soon!

- Charles




Bike Parking Facilities



A lonely bike is abandoned at a rack on account of a recent snowfall. Do you think better options should exist for parking bicycles?

MEMBER DISCOUNTS at BIKE SHOPS

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

<p>The Cyclery 1073 Bank Street — 10% off parts and accessories</p>	<p>Joe Mamma Urban Cycles 216 Pretoria (at Bank) — 10% off parts and accessories</p>
<p>Westboro Sports Centre 327 Richmond Road — 10% off parts and accessories</p>	<p>Full Cycle 427 St. Laurent Blvd — 10% off parts and accessories</p>
<p>McCrank's Cycles 889 Bank Street — 10% off parts and accessories</p>	<p>Valiquette's Source for Sports 1740 Carling Avenue — 20% off in-stock accessories</p>
<p>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</p>	<p> Fresh Air Experience 1291 Wellington Street — 10% off parts, accessories, and clothing; 5% off bikes</p>
<p>Orleans Cycles 2404 St. Joseph Blvd 10% off parts and accessories</p>	<p><i>Note: MEC and CycleLogik are CfSC corporate members, but are unable to offer discounts</i></p>
<p>Bushtukah Outdoor Store 203 Richmond Road 10% off parts and accessories</p>	<p>Rebec and Kroes (New Location) 2679 Alta Vista Drive Unit 15B 10% off parts and accessories</p>

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