

CHAIN MAIL



The Citizens for Safe Cycling Newsletter, January 2002, Volume 18, Number 1, \$2.00

The Right Type of Bike

By John Stevenson

In the fifties and sixties most of us rode three speeds, they were good general purpose bikes. With the bicycle revival in the late sixties and early seventies, recreational cycling became very popular; people would go for long rides in the country. Road bikes or as they were called then, ten speeds, became very popular. By the late seventies it seemed 'everybody "had one (except me); the high pressure narrow tires and drop handlebars reduced both rolling and wind resistance. With several choices of gears, you could pick your correct speed and comfortably ride all day - great for all day trips in the country.

In the mid seventies, when it came time to replace my three speed I wisely replaced it with another three speed. At the time I was primarily a short distance urban commuter. The upright handle bars and gear shift lever by the right handle grip made for good handling in city traffic. Also the wider medium pressure tires were better for the city streets.

In the late eighties, and early nineties, the mountain bikes became popular. The great advantage of such bicycles was that you could get off the beaten track, you were not restricted to the road. You could go up the trail and explore nature. Three speed ranges, heavy duty

construction, low pressure tractor type tires, heavy duty brakes, upright handle bars, in many cases shock absorbers, upright handle bars with extenders, made mountain bikes very suitable for that purpose. They became the "thing". Cyclists found they were even better for city use than the road bike. The handling was similar to the old three speed and upright handle bars made it easier to see the traffic. Softer tires were better for bumpy pavement and with the gear shift at the end of the handle bars the shifting was easier.

In the mid nineties hybrids came in, a cross between the road bike and the mountain bike; they are really a light duty mountain bike. Do you really need shock absorbers, tractor type tires (unless you are a winter cyclist), handlebar extensions and heavy duty construction for city streets. My main bike is a hybrid, my daughter has my old hybrid - great city bikes. They handle as well if not better than a mountain bike in city traffic and are also easier to pedal. The fellow I was riding with at the BikeFest was a convert to the hybrid. He had a mountain bike but then got a new hybrid and found the new bike a lot less tiring to ride.

The three type of bikes listed above are the most common. You must pick the bike for your type of cycling. I cycle both in the city and the country; for my city cycling I have a hybrid, for my country cycling I have a road bike.

Chain Mail is published by **Citizens for Safe Cycling**, the non-profit association which promotes cycling as a viable means of transportation in the Ottawa-Carleton region 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.

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The CfSC Board meets every month. All interested members are welcome to attend our meetings. Contact the President for details.

CfSC operates the Cycling Safety and Promotion Program at the CfSC office;

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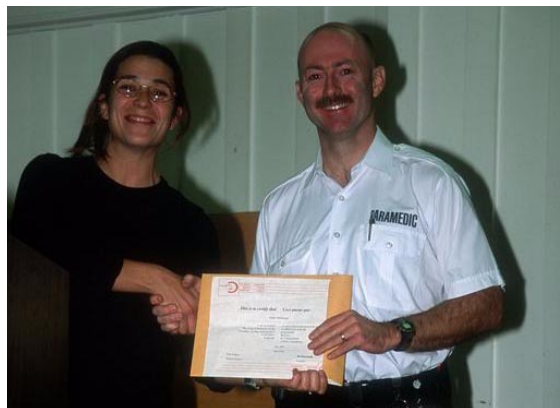
CfSC needs volunteers and members in order to do an effective job. Please call 567-1288 if you would like to volunteer for any Cycling Safety and Promotion activity.

Call 722-4454 to volunteer for advocacy work.

Annual General Meeting, 2001

By Michael Richardson

CfSC's 2001 Annual General Meeting was held on October 26 at the Royal Canadian Legion on Kent Street.



Jennifer Allen and paramedic Frank McGregor

The event was well attended. Our speaker was Frank McGregor of Ottawa's Paramedic Service. He told the tale of how bicycle paramedics have come to Ottawa and of some of the challenges that he faced promoting the concept to the powers that be. Frank explained the advantages of having a swift cycling paramedic reach an incident to determine if it required an ambulance. This procedure not only left the ambulance free to respond to another call if not required; it provided savings for the taxpayer since bicycles cost so much less than motorized ambulances. So far paramedics on bicycles have only covered special events, Canada Day for example, where there are large crowds but most of the calls are minor.



Alayne McGregor and Lynda Kadey



Grant Malinsky 2001 volunteer of the year

Of course, we had also gathered to elect new officers. The members passed a motion suspending the provision for the number of directors (which had been changed to nine several years ago from eleven) so that we might elect eleven directors to the board. It may be time next year to adopt a resolution to permanently change the number back to eleven. Eleven directors were nominated; thus all were acclaimed.

Here are the results;

- President: Michael Richardson
- Past-President: Alayne McGregor
- Vice-President: Lynda Kadey
- Secretary: Grant Malinsky
- Treasurer: Ernest Ruppenthal
- Director: John Stevenson
- Director: James Wilson
- Director: Manny Agulnik
- Director: Lisa Routhier
- Director: Graydon Patterson



Frank brought his stumpjumping two-wheeled crash cart, and Richard Briggs (aka RGB) and Mark Rehder brought their recumbents. Both recumbents have more than two wheels; Richard's is a three wheeled recumbent tandem tricycle (including canoe rack), and Mark's is a two wheeled recumbent with a two wheeled trailer. Last August, knowing that I was taking a load of scrap to the computer recyclers in a rented moving truck, Mark transported a dead 19" Apple monitor to my place using his recumbent. In fact both 'bents are excellent urban workhorses. Enjoy the photos taken by Richard. More pictures of the AGM (in colour) can be found on the CfSC website.



Graydon Patterson and Jennifer Allen

Manny Agulnik, an Autobiography

By Manny Agulnik

My name is Manny Agulnik. I am most happy to serve as a member of the CfSC Board. I have been an Associate Commercial Real Estate Broker with the Regional Group of Companies (now NAI Commercial) for the past 22 years. In my volunteer capacity I also serve with a number of organizations; the Ottawa Cycling Advisory Committee (on some sub-committees), the Ottawa Road Running Series as treasurer, the Chair of the Microsoft Run for Reach, the Physiotherapy Run, the Run for Fresh Air (Sierra Club, Friends of the Farm and Greenspace Alliance), Run for Women's Shelters, Beat Beethoven (Ottawa Symphony Orchestra), Run for Lunch (Ottawa U) and Grand Prix. I started a number of years ago the Wednesday morning "Break up the Week", a laid back ride up to Champlain Lookout. I also arrange for the pacers (rabbits) for the Nordion 10K. I have ridden for the last six years in the Ottawa to Kennebunkport tour (a four day 614 km supported ride to the ocean) and am presently the organizer. I have taken part in the Rideau Lakes Cycling tour for the last several years and have assisted on the committee. I am presently on the Board as well of Hillel Lodge (retirement home). I am Past Vice President of the Ottawa Bicycle Club. In the past I have also been involved with the Dispute Resolution Committee of Ottawa-Carleton, where I learned my mediation skills. I was for several years on the Board of Forum for Young Canadians. I won the Golden Shoe Award from Runners World in April 2000, one of the very few Canadians to have been recognized world wide for my contribution to the community. I have two

grown sons (not at home) and a wife, Paula. I look forward to working for better cycling and for a greater awareness of our world.

Autobiography of Ernest Ruppenthal

By Ernest Ruppenthal



Born in Kitimat, British Columbia, I have lived and cycled in a number of places around the continent: Vancouver, Denton TX, Hamilton, Oakville, and finally Ottawa. It wasn't until I moved to Ottawa in 1999

and heard the term "effective cycling" that I determined to become a more dedicated commuting cyclist.

I became a member of CfSC in May of this year. It was later brought to my attention that CfSC would likely need a Treasurer for the 2002 board since Michael was running for the position of President. I felt I could be of help since I had fulfilled the same role for a condominium corporation in Oakville when we lived there.

2002 offers the potential to significantly enhance cycling education in Ottawa. The demand for CAN_BIKE courses has begun to exceed the supply. Our plans include the heavy recruitment of cycling instructors, increased availability of courses, and a new Education Coordinator to help manage it all. In addition to this, there are the workplace and media promotions for cycling, research into the causes and prevention of collisions, the maintenance of our documentation library, and the continuing development of the Safety & Promotions program.

Volunteers are always welcome!

Autobiography of James D. Wilson aka Sir James

By James D. Wilson



I was born in East York, Toronto and at a young age did my first tour to Algonquin Provincial Park and back using the youth hostels. I won my novice race at the CNE

grandstand before joining the Royal Canadian Navy in 1958, for a 26 year career before retiring in 1984 to a 11 year career as a Commissionaire at the Ottawa Airport and MDCDC Data Centre. While in the navy I cycled in Dartmouth, Nova Scotia, with the Strada Cycling Club. I gave up my CCA racing license in 1971, never to ride again for 20 years.

My cycling began again in 1991 in Ottawa when on January 14th I slipped on ice in my driveway and managed to break my right ankle in three places. I started riding again as rehabilitation and did the first and all remaining 100 km Tour de Quickie tours. In that first tour, I finished but long after almost everybody else had gone home. I was only able to complete the tour because a member of the OBC, noticing that I wanted to complete the 100 km, stayed with me and helped me to the finish line. It did not take me long before I joined the OBC. The following year I completed my first OBC Rideau Lakes Tour; I completed my 10th this year.

I have also done the most recent OCA Tour Ontario, the last Cyclone (under that name), the Scugog Century, the Beaconfield Century, and OBC's End of the Summer Century. I was the 100km tour leader for both CFSC Harvest Rides. This year saw my greatest challenge, the OK Tour from Ottawa to Kennebunkport Maine in four days.

Yes, I am a confirmed roadie who owes cycling a debt for changing my life style from couch potato to addicted cyclist and from broken ankles to improved health. My current cycling interest lies in helping others enjoy the benefits of cycling and in overseeing the 26 year old C-KAP program, which is dear to me since it allows all cyclists to achieve a goal which they have set for themselves.

I hope to be useful to CFSC. My personal goals are to bring the Harvest Ride back as an active fun filled day, to increase membership, and to work with the board to foster improved relationships with Velo Ontario, C-KAP and the OBC.

President's Corner

By Michael Richardson

Welcome to the President's Corner. This is the place where I, as president of Citizens for Safe Cycling, get to tell you a bit about what I think. First about me, then about what is going on.

I'm primarily an urban cyclist who use his bicycle for transportation. As an internet security consultant, I used by bike a lot in the past (downtown Ottawa to Kanata, to Queensview, Belfast Rd and Churchill). There is less commuting now that I do my work in my basement, but I still cycle to visit customers and colleagues and, of course, to attend CfSC meetings. Recently my wife finished school and we became homeowners in Westboro. My wife is not yet a strong cyclist and for the moment takes transit to work. However transit isn't perfect for her trips, and she will soon be, I hope, a frequent bi-modal (bicycle and transit) user.

I joined CfSC some years ago. For the last two years I served as treasurer and was elected president at the recent AGM.

Membership has been an important issue at CfSC for some time. The amalgamation process and the formation of a cycling

advisory committee has forced this issue to take a back seat. CfSC has approximately 300 members. We have been signing up new members but not any faster than old members have been moving away. Our membership has aged and with this the amount of volunteer time put in by the average member. There is some compensation for this among recently retired members. Some of them have been able to volunteer more time.

Exhaustion among board members has become a problem. There are a lot of things to do, and too much work leads to burnout. Arguments over issues can contribute to the stress. Changing the world can be a lot of fun, but it is also a lot of work. Changes have to be made to ease the load placed upon the shoulders of board members.

We have formed new structures based on the principle that the board is the place for decisions, not for detail work. Board meetings can be long and boring. Talking about cycling issues is not always as much fun as talking about cycling adventures or getting out on the bicycles. The issues we can't do much about, but we can do something about the length of the meetings. Business and government do this with the committee system. A committee can focus on just one issue or on a number of closely related issues.

Oh no, you think, I can't possibly get to more meetings. Neither can I. I need time to cycle, garden, listen to music and, if there is still time, make a living. At the last two board meetings we tried to get all of the business done by 8:15 pm. The next hour has been used for "breakout sessions". These are small groups open to all members where there is often intense discussion and the participants have a great sense of accomplishment by the end of the session. In addition to the breakout sessions, this last hour could also be used for committee meetings. Just show up around 8:00 pm and pick up an agenda.

The board has formed (or is forming) the following committees: volunteer management, membership, information technology, and safety and promotion program management. In addition a number of ad-hoc committees are likely to be formed to deal with specific events such as Harvest Ride. The terms of reference of these committees are in this issue of *Chain Mail*. It is important that you read them and understand where we are going. Membership on a committee is usually open to all members and is greatly appreciated.

There are many tasks that have to be done. You will find in this issue of *Chain Mail* much space devoted to volunteer opportunities. These are not lifetime commitments! Many will not take more than one afternoon a month.

A final point; the board on occasion has missed opportunities to recognize the contribution of volunteers. The responsibility for doing this now rests with the volunteer management committee of which I am the chair.

Cyclist Friendly Bridge Across Canal

John Stevenson reports that he recently attended an open house which concerned the proposed recreation path bridge over the Rideau Canal. A cyclist going east to west (Ottawa University to Centretown) would go under the Transitway and Nicholas St and then cross Colonel By Drive at signal lights. A right turn leads to a ramp, and at the head of the ramp there will be a left turn onto the bridge. At the other end of the bridge the cyclist will be on the recreation path beside Queen Elizabeth Drive at a point near the eastern end of Somerset Street West.

John particularly likes the proposal to place the ramp parallel to Colonel By Drive. This will prevent speeding east-bound cyclists straight into oncoming traffic on Colonel By as soon as they are across the bridge. The bridge and the

ramp will both be wide enough for safe sharing by pedestrians, cyclists and wheelchair users. The bridge will be a great gain for cyclists travelling between Sandy Hill and Centretown and should quickly become the crossing of choice.

The Dangers of Sidewalk Cycling

By John M. Thompson

For those who think sidewalk cycling is not a problem, on May 22, 1991, the day I was released from hospital after major abdominal surgery for ulcerative colitis, I was struck from behind by a sidewalk cyclist. I required 12 stitches to close a gash on my chin and \$6000 of dental work to repair five broken teeth; five crowns and three root canals. Two months for broken teeth to repair was the last thing I needed after not eating for weeks due to my illness. The cyclist could not be sued due to age and financial condition. This was particularly frustrating for me as I am a cyclist myself.

Even children can harm others by their thoughtless cycling. Cycling on sidewalks and park paths can cause harm. A 16 year old sidewalk cyclist caused me a \$6000 dental bill and a summer of needless suffering. A 13 year old killed the uncle of one of my co-workers on a park path. Mile Veshovski, 39 years old, father of two children was killed instantly Thursday, June 3, 1993 when a 13 year old struck him while racing on a North York park path. The law came down like a ton of bricks when a federal reserve bank VP in Boston was struck and severely injured by a sidewalk cyclist

Sidewalk cycling must be entirely prohibited. Bicycles are not toys, but vehicles which have the potential to harm when used by incompetent or thoughtless people.

Citizens for Safe Cycling, Terms of Reference Membership Committee

Objective:

To increase the membership of Citizens for Safe Cycling.

Rational:

As a member based organization, CfSC's strength is determined by the number of citizens of Ottawa that support its mandate. It is known that the number of people who cycle regularly for utilitarian purposes exceeds the size of CfSC's membership by several orders of magnitude. These cyclists deserve a voice and CfSC is the organization to help them with it.

Composition:

The committee consists of a chair and a minimum of two board members. The committee may appoint additional members at any point. The board will review the membership annually, at its January meeting.

The committee, additionally has the use of a part time contractor to aid in database maintenance. This contractor is a non-voting member of the committee, but is not expected to attend membership committee meetings on paid time.

Organization:

The committee is expected to notify all its members of meetings at least four days in advance by email.

Authority:

1. The committee will recommend to the board policies with respect to membership types, membership fees and terms, subject to the bylaws of the organization.
2. The committee will have full access to the membership database subject to non-disclosure agreements.
3. The committee may spend within the approved budget for the area.

Responsibility:

1. The committee will produce and maintain materials to solicit members. (this includes booth contents, brochures, web site materials)
2. The committee will produce a workplan addressing membership recruitment strategy.
3. The committee will work with the IT committee (specifically, the webmaster) to improve online sign-up procedures.
4. The committee will prepare a quarterly report to the board outlining current membership numbers.
5. The committee will prepare a yearly budget, no later than February 1 of the year it applies to, for board approval.
6. The committee will work with the treasurer to prepare a forecast of revenue from membership.
7. The committee will oversee the work of the paid membership secretary.

Conflict of Interest:

As all work is of a volunteer nature, no financial conflict of interest should occur. Normal board conflict of interest guidelines will apply.

Grant Malinsky 2001 Volunteer of the Year; Cycling Safety and Promotion Program



There is only one full time, paid staff member at CfSC and that is the Safety and Promotion Program Coordinator. With all of the different activities that CfSC engages in to get “more butts on bikes”, it's difficult, if not impossible, for one person to get it all done. As a consequence much of the important work that is done falls on the shoulders of our dedicated volunteers. One volunteer in particular, Grant Malinsky, has been quietly involved behind the scenes with planning, budgeting, policy development, organizing and administration - activities critical to the success of the Safety and Promotion Program.

Grant Malinsky has been involved with CfSC for a number of years, dating back to his pre-retirement career with the former RMOC. Grant's hard work behind the scenes has been indispensable to the Safety and Promotion Program in so many ways.

- He sits on the Safety and Promotion Management Committee, providing consistency in a time of many changes. While working for the RMOC, he acquired an extensive knowledge about facilities, cycling infrastructure and “who's who” in our municipal government.
- He is very active in his community, Old Ottawa South
- He has helped with *Better Bicycling* deliveries

Grant's relaxed mannerisms and quiet, easy going nature make him a real pleasure to work with. Congratulations, Grant!

Lynda Kadey; Ottawa-Carleton Cyclists' Advocate of the Year 2001



The winner of the 2001 Ottawa-Carleton Cyclists' Advocate of the Year Award is well-known to those who read the CfSC newsgroup. As a frequent participant on the group, she provides us with particularly with interesting information that she's managed to uncover from many different sources. And that's typical of our winner: she does her homework. Anytime she becomes involved in trying to flesh out a policy or a program, she ensures we know what has worked in other areas and might work here.

Besides serving on the CfSC Board in the last year, our winner also became a CAN-BIKE instructor. When CfSC's representative on the cycling advisory committee resigned, she took over for several months adding considerable input to the committee's 2001 draft workplan and the city's submission to the Urban Showcase program. Her most recent contribution was to develop CfSC's child cyclist education policy.

Our winner is also a mother of two active young children, and both she and her husband are active commuting and touring cyclists. A teacher of visually-handicapped children, she frequently used Rack&Roll this year to get to her student appointments, which are scattered around the city. She's also well and personally known to her city councilor with whom she's frequently discussed cycling issues. Lynda Kadey has brought many new insights to the CfSC Board this year, particularly on education and children. She is a strong leader by example, and well deserves to be named the 2001 Ottawa-Carleton Cyclists' Advocate of the Year.

Brett Delmage, Volunteer of the Month for August



In July and August of 2000 our membership secretary went on a well deserved trip. Unfortunately, like all trips, there are too many things to do before one leaves and the magic info for

making the CfSC membership database was not passed on.

Brett Delmage, computer whiz of unusual patience, took it upon himself to figure out how to get into the insides of the membership database. This involved wandering down many twisty little microsoft access passages, all alike. He did this in the middle of a beautiful summer, when cyclists should be out - cycling.

If not for this extraordinary effort, we wouldn't know who you are and you would not be reading this. The board nominated Brett on August 30th as Volunteer of the Month for August 2000.

It is with great apologies to Brett that this notice has not previously been published.

“Sir James” Wilson; Volunteer of the Month, October 2001

Editor's note; Sir James has two biographies in this edition of *Chain Mail*. One is to introduce him as a new director of CfSC. This one is to salute him as the volunteer of the month for October.

James Wilson is a familiar face to many in the cycling community. He has been a volunteer with CfSC for many years. This October James was recognized for his significant

contribution to *Better Bicycling* deliveries.

James was single handedly responsible for the delivery of 2000 copies of the Fall 2001 issue-the most of any volunteer, almost 15% of the total papers published. James made most of his deliveries outside his own neighbourhood, travelling to wherever needed; Ottawa's South end, Orleans and Vanier - the eastern areas we had tried so valiantly to cover but with limited success until now. James made three separate trips downtown to the office to pick up bundles to deliver and promptly submitted his distribution reports to the volunteer distribution coordinator. James was willing to do whatever needed to be done in order to assist CfSC to get the papers out. There are hardly any copies left over in the office, which is wonderful! James' efforts have contributed significantly to the development of the distribution list that will be used in the future to facilitate *Better Bicycling* delivery. It is a genuine pleasure to work with someone who is always willing to help and always has a smile and a kind word. James, congratulations on your hard work, and we look forward to working with you in your new volunteer position on the CfSC Board of Directors!

S and P Volunteer Positions; Get Involved!

By Jennifer Allen

As a member of CfSC, you are a keen cyclist. Would you like to share your passion with others and show them how they can enjoy cycling (safely) as much as you do? Get out and volunteer with CfSC's Safety and Promotion Program. You will meet other volunteers with similar interests and educate the public at the same time.

Here are some of the areas that could use your help:

Display Creator/ Display Board Carpenter:

We need someone to go through our current displays and update them. Someone who is creative and good with visuals would be ideal. We have most of the material here in the office, it just needs to be organized!

We also need someone with a bit of carpentry experience who would be willing to construct a folding display board that can fit into a bike trailer. We have one already that you can use as a model, it's just too big to fit in a trailer!

Information Updating:

CfSC also needs someone to go through our flyers to see which ones require updating or reprinting. Contacting other cycling groups and offering to exchange newsletters is another simple way to expand our cycling information services.

Booth Operators:

During the busy season (spring and summer) there is a great demand for CfSC to display cycling safety information at community events and workplaces. We are looking for enthusiastic people who enjoy working with the public, and have flexible schedules who would like to give their time (just a few hours) to help promote cycling and CfSC. If you know of an event where CfSC could have a display, you are welcome to use our materials.

Better Bicycling Delivery:

We are always looking for people to help distribute our popular newspaper, which is published twice a year. Do you have two or three hours where you could help by delivering *Better Bicycling* to locations in your neighbourhood? All that is required is a willingness to get out the papers and to fill out a tracking sheet (provided) so we know where you dropped them off.

Writing Articles for Community Papers:

See your name in lights! Write a cycling-related or bike safety-related article (CfSC can provide you with lots of materials and information) for your local community paper. If we get volunteers across Ottawa doing this, our message will be effectively communicated. This is an area where you can really make a difference.

Assisting with Grant Proposals:

Do you have a great idea for a cycling related project you would like to see happen? Work with CfSC staff to write a grant proposal for funding and you might just see your safe cycling dream come to fruition.

Web site additions:

Our web master is always open to some assistance with web site updates and contributions from CfSC members. There is lots of safety related material on our web site that can be updated and expanded. People with artistic talent (graphics and photography) and a desire to share it are welcome. If you have time and ideas to share, please let us know. Your input is appreciated!

If you are able to help in any of these areas I would love to hear from you! Call Jennifer at 567-1288 or email promo@cfsc.ottawa.on.ca

Membership Committee Meetings

The Membership Committee will be having meetings on Jan. 3 and Jan 24th at 7:30 pm at the CfSC office. We'd be delighted if members could stop by and share their ideas. We will also be looking for volunteers to make some phone calls and set up a table at various events. Those wishing further information may contact Melanie Ransom at home 235-6647.

Report on the Ottawa Cycling Advisory Committee

By Peter McNichol

The Ottawa Cycling Advisory Committee (OCAC) first meet on August 20. Since then it has dealt with many issues including a review of traffic bylaws as they apply to cyclists, the creation of terms of reference for the Development of Area Traffic Management & Traffic Calming Guidelines, the Rideau Canal Bridge Crossing Study, the King Edward Traffic Study, and the review of applicants for the annual Bruce Timmermans Awards.

Ottawa Council has just recently approved OCAC's first work plan. The work plan will concentrate on the following critical issues: education, the official plan, bicycle parking, cycling research and policies. On December 17 OCAC members will create subcommittees to deal with these critical issues. Members will elect to sit on two sub-committees. This will leave the full committee to oversee these issues without wasting time at each meeting reviewing the details. It will also allow the committee to deal with other issues as they arise. If you should wish further information and follow-up on the work plan, <http://www.flora.org/flora.cfsc/5266>.

The members of the Ottawa Cycling Advisory Committee are:

- Brett Delmage (Chair)
- Anne Lavender (Vice Chair)
- Peter McNichol, CfSC
- Chris Busby
- John Purkis
- Manny Agulink
- Doug MacDonald
- Samantha Gray
- David MacIsaac
- Jim Jenkins
- Karl Mills
- Jennifer Lowe
- Stella Val, Kanata Nepean Bicycle Club
- Councillor Rainer Bloss

CfSC Cycling Safety and Promotion Program Coordinator's Report, 2001

By Jennifer Allen

The Cycling Safety and Promotion Program works to promote cycling to Ottawa residents as an efficient, healthy, environmentally friendly and fun form of transportation. The program also aspires to educate all vehicle operators about their respective rights and responsibilities on the road and to promote considerate and safe vehicle operating practices. CfSC works closely with our colleagues at the City of Ottawa as well as with other cycling groups in an effort to achieve our objectives in the most effective manner.

Summary of Activies; in 2001, the Program's activities followed up and built on work done in 2000. As a result of Sylvia Welke's efforts, CfSC received funding for three important projects: MOST (Moving on Sustainable Transportation) High School Project, Canada Trust Friends of the Environment (FOE) and a BUGs manual.

MOST (Moving on Sustainable Transportation) High School Project is a survey of students at Ottawa high schools. It is in progress this Fall and will continue in the Spring. It includes courses and workshops and its purpose is to get more youths riding bicycles.

Bicycle User Groups (BUGs); a draft BUG manual has been prepared and is now at the stage of editing, layout and graphic design. This manual is intended to make it easier to start up BUGs in various workplaces and has been prepared in consultation with existing BUGs in Ottawa. The manual will be ready for distribution in early 2002.

Women's Cycle Commuting Study; partial funding was granted from Friends of the Environment (FOE). The money was used to

conduct a survey of women to assess their modes of commuting in an effort to increase the number of trips to the workplace made by bicycle. If additional resources are available, this project will continue in 2002 with traffic safety courses and workplace cycling seminars being offered specifically to women.

CAN- BIKE Traffic Safety Courses; CfSC was able to provide ten Kids CAN-BIKE courses, six CAN-BIKE Traffic Skills courses, three CB II courses and ten LTR courses. We are pleased to announce that **Graydon Patterson** has been recognized as a National Examiner for the CAN-BIKE program as of October 2001. Congratulations, Graydon! Having a National Examiner in Ottawa means that the instructor certification process will be improved. CfSC would also like to congratulate **Frank McGregor** on achieving the status of CAN-BIKE II instructor. Frank co-taught his fellow EMS paramedics with **Brett Delmage** this summer and recently passed his instructor's exam with flying colours.

Better Bicycling; two issues of the paper (Spring and Fall) were distributed by volunteers across Ottawa, from Stittsville to Cumberland. Articles focused on cycling safety, municipal transportation updates, commuting, cold weather cycling and environmental issues. A **new volunteer position** created this year was that of distribution coordinator. The coordinator strives to get more volunteers involved, to develop a clear, concise delivery list, and to facilitate distribution of the paper to outlying areas.

National Capital Commuter Challenge; CfSC worked closely with Commuter Challenge staff this year as they shared our office space. CfSC provided administrative and promotional assistance and advice during the planning and activities phase of this year's Challenge. CfSC was also able to provide cycling related materials, including the

“Ottawa Cycling Map”, to many workplaces during and following Commuter Challenge Week.

Community Outreach; CfSC continues to work hard building relationships with cyclists in the community by providing a Cycling Safety Information booth at various community events, retailing and wholesaling the “Ottawa Cycling Map”, preparing press releases and publishing articles in community papers. CfSC also prepared a road safety information sheet for the MS-150 Bicycle Tour in August, which reached over 600 cyclists who participated in the Tour.

Looking Ahead; the Safety and Promotion Program is looking forward to an increased focus on education in 2002 and in the future. We plan to offer a greater number of CAN-BIKE courses as well as recruit and train more qualified instructors to teach. Other planned activities include enhanced road safety awareness campaigns for cyclists, pedestrians and motorists alike. An increase in the number of volunteers is also at the top of our list for 2002.

For all of you who volunteered with CfSC in 2001, a huge heartfelt **THANK YOU!** This program simply would not exist if it weren't for our dedicated volunteers. If anyone is interested in volunteering with us in the future, we would love to hear from you. Just call Jennifer at the office, 567-1288, or email promo@cfsc.ottawa.on.ca. There are many areas where your energies can be used to help promote cycling and cycling safely (see the Safety and Promotion Volunteer Opportunities column in this issue of *Chain Mail*). Thank you again!

The Kingston Column

By Fred Perel

Early in the Spring, I moved to Kingston, a city where the cycling movement is really being established. This in part is due to the

efforts of the Kingston Bicycle Advisory Committee, which is making non-cyclists aware of the bicycle as an alternative to the car.

By the end of May, I was already teaching my first Can Bike class to adults. On June 2, I did my first tour with the Kingston Velo Club and on June 4 I helped out at the First Annual Bike Expo. On June 9, the Rideau Lakes Tour rolled into town. Among the riders was Avery Burdett. Years ago it was Avery who provided the encouragement which I needed to master pacyline riding with the OBC.

On July 23, I was a traffic marshall during the Aztech Grand Prix. At one point I had to stand in front of a pick-up truck driven by an enraged man determined to go right down the course. I figured that it was better that he hurt me rather than one of the competitors. Fortunately at the very last minute he backed down. At times, living in Kingston has its challenges.

Gavin Will be Tying the Knot

By Phil Shea

Gavin MacPhail, who many of you will remember from the time when he worked for CfSC before he moved to British Columbia, is engaged to be married. His intended is a French immersion teacher by the name of Dominique McGrady. Gavin and Dominique are not rushing into this; the big date is July 13, 2002. Anyone who wants to send best wishes or just get in touch can do so at <gmacphail@gmcl.bc.ca>

In the News

By Philip Shea

A few bicycle related stories that have shown up in the papers in the last few months. On Dec 4 *The Ottawa Citizen* ran a story entitled “Why Archie wouldn’t live in Kanata”. This

story was based on a speech given by Ottawa Senators founder, Bruce Firestone. Mr Firestone made the point that Archie of comic book fame thrived in a largely car-less, parking lot-less community where everything that Archie and his friends needed, houses, newspaper office, fire hall, sugar shack and, yes, a gas station, were all within easy walking (and cycling) distance. “Denser cities, walking cities are better cities,” says Mr Firestone. His ideal city has a wide variety of housing, offices, shops and even light industries all mixed together. You can find more on his ideas at www.dramatispersonae.org.

On Nov 27 the *Citizen* told us “Pedal along the path to a better sex life”. An Italian researcher reports that aerobic exercise may be as valuable as Viagra for men with erectile dysfunction. The men in the study who rode bicycles at moderate speed three times a week for eight weeks all reported a better sex life.

On Nov 5 *La Presse* reported on three youngish Montrealers who are planning to cycle from Paris to Shanghai, basically following the old Silk Road as much as possible. They are amateur ethnologists and ecologists. They have discovered that the bicycle is the ideal way to observe nature, to meet people and to get people to talk. Westerners on bicycles are considered to be more approachable and more interesting than Westerners who roll up in Land Rovers.

Finally the city of Toulouse in France has an interesting rent-a-bike program. People who use the subway and get off at the main downtown station can rent bikes from the transit authority. Bikes are available at reasonable rates for half a day and a whole day but the best rate is for those who rent for a full month. For those who prefer their own bikes, the transit authority not only has free parking for those with a transit pass, it offers a bike repair service.

Sign up a friend today!

I would like to join Citizens for Safe Cycling to help bring better bicycling to my community. Please sign me up and send my free Better Bicycling Kit of cycling tips.

J'aimerais recevoir la documentation en français lorsqu'elle est disponible

Name (first, last): _____

Street: _____

City: _____ Province: _____

Postal code: _____

Phone: (h) _____ (w): _____

E-mail: _____

Occupation: _____

2nd name (household membership only):

New membership Renewal

Join or renew for 2 full years and save!

\$45 household \$35 individual

Join for 1 full year:

\$25 household \$20 individual

\$10 low income \$50 corporate

Membership fees do not cover the costs of CfSC's work. Please help with a donation if you can:

\$80 \$50 \$25 \$10 \$ _____

Please don't contact me about volunteering. My additional donation of \$40 \$25 \$ _____ to assist CfSC volunteers with their work is enclosed.

Please contact me about volunteer opportunities

Member survey - Please tell us what you think

How did you hear about CfSC or receive this form?

What are your main cycling concerns / comments?

CfSC members made the difference!

- Cyclists got an official voice in the City of Ottawa in 2001 after CfSC members successfully pushed for a citizens Cycling Advisory Committee.
- CfSC members successfully prevented the NCC from banning cycling on the Portage Bridge
- CfSC gets the facts! CHEO used our volunteers to run a survey on bike helmet use. Our review of bike / car conflicts on Hunt Club Road helped design better "share the road" signs.
- CfSC and the police got problem cyclists changing their behaviour through our Bike School program.
- In 2000, our volunteers ran displays on cycling safety at 23 different locations, distributed over 3000 safety brochures to 39 locations

When you join us we can do a lot more together!



Contact us

by phone: (613) 722-4454

by e-mail: cfsc@cfsc.ottawa.on.ca

in-person: CfSC's Cycling Safety and Promotion Program office is at 251 Bank Street Suite 504 (1 block north of Somerset)

on the web: <http://www.cfsc.ottawa.on.ca>

Do you think cycling can be improved?

You are not alone!

Citizens for Safe Cycling (CfSC) is the non-profit organization that supports

- Safer and more pleasant roads and bicycle routes
- Increased respect for cyclists
- Greater bicycle use and enjoyment
- Cycling safety and education

CfSC members are cyclists like you. We ride bikes because cycling is healthy, practical, economical, and saves the environment and our communities. CfSC members live in all parts of our region and are of all ages from 8 to 80. CfSC members ride bikes for recreation and transportation.

We educate and work with planners, politicians, teachers, bicycle retailers, physicians, police, community groups, business and others in the community. Our cooperative approach generates broad community support for recreational and transportation cycling.

By bringing together cyclists with one voice CfSC has successfully stopped attacks from aggressive motorists and uninformed politicians against cyclists and cycling facilities and programs.

Together we're a stronger voice for better cycling.

Please **send your cheque or money order** with this form to:

Citizens for Safe Cycling
Box 248 Station B
Ottawa
K1P 6C4

or use the web form at www.cfsc.ottawa.on.ca/signup