

CHAINMAIL

Fall 2007

The Newsletter of Citizens for Safe Cycling
Volume 23 Issue 4

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Province Needs to Look Beyond the Helmet

By Charles Akben-Marchand

For some reason, I spend an inordinate amount of time thinking about helmets. I can think of only one reason for this: because everyone else does.

In the last year, CfSC was contacted by two groups to help with helmet campaigns, and there was a third by the Ministry of Health Promotion. That's a lot of energy being spent talking to people who already cycle about preventing injury in the event of a crash. Much more energy needs to be spent on encouraging more people to cycle, and to promote cycling safety so that crashes where helmets are used don't happen so often.

CAN-BIKE Cycling Education Courses

By Elyse McCann

CAN-BIKE cycling education courses continue to thrive in Ottawa and are now managed by EnviroCentre. Partnered with the City of Ottawa's TravelWise Program, EnviroCentre provides program coordination for these nationally standardized courses. At EnviroCentre CAN-BIKE is in good company and will complement the tradition of programs that support sustainable and active modes of transportation, including the Ottawa Active and Safe Routes to School Program, the local Commuter Challenge and International Walk to School Day events. CAN-BIKE cycling education courses are an excellent fit for this organization.

Cycling Freedom for Women has been the most popular course in the 2007 Fall cycling season. The program has attracted women of all ages and skill



In September, CfSC endorsed the Ontario Trial Lawyers Association's campaign to distribute helmets to school children, which will take shape over the winter months and come to fruition in 2008. Unlike the other campaigns, this one has a real opportunity to expand into promotion of cycling and cycling safety.

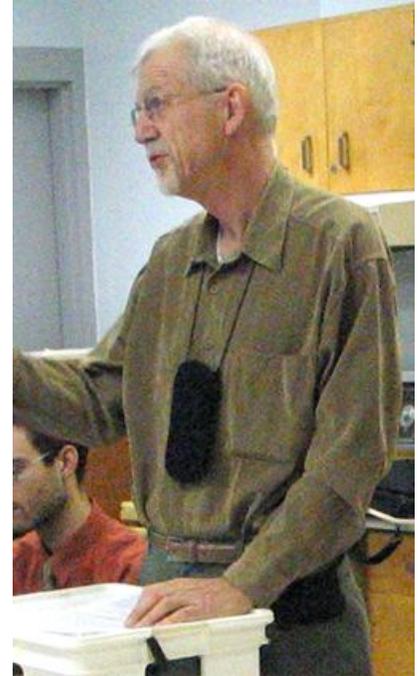
...Continued page 3 "beyond helmets"

levels, and participants have reported riding away with increased confidence and awareness in regards to safe cycling.

In addition to providing courses, EnviroCentre has been participating in a variety of community events, including Back to School BBQ's, Car Free Day events at the University of Ottawa, NCC Alcatel-Lucent Sunday Bike Days and the Active Living Fair at The Good Companions – Seniors' Centre, to name a few.

EnviroCentre is committed to continued provision of the highest standard cycling education courses. Please visit www.envirocentre.ca for additional information including course dates.

Elyse McCann,
Community Programs Manager
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Chris Bradshaw, former leader of the Green Party of Canada, speaks at CfSC's AGM on October 11, 2007

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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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The 2007-2008 board is:

- President:** Charles Akben-Marchand
- Vice-president:** TOM Trottier
- Secretary:** Jenn McGuire
- Treasurer:** Peter Sloan
- Directors at Large:** Catherine Woodgold, Ross Wilson, Will Hallam

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

June 2007 — Peter Mason
2006 Bruce Timmermans Award winner, Peter recently lobbied the City for wider shoulder lanes on Carling Avenue in the greenbelt—which was being repaved—to get more room for cyclists.

July 2007 — Jennifer Allen
Jen has coordinated the bicycle parking compound at the Folk Festival for many years, and this year coordinated the Bluesfest's bicycle

parking compound, which involved months of preparation and coordination.

August 2007 and Volunteer of the Year — Robert D. Battistella
Robert attended CfSC's picnic in August, and thereafter became CfSC's webmaster as well as newsletter editor. Robert's vision and attention to detail will significantly help CfSC engage the cycling community.

See Europe from your favourite bike seat!!



Photo: Marc Edelson

Tour leader Manny Agulnik points out the way on a recent ride through Amsterdam

Cycling Tours of Europe:

Every year cycling advocate Manny Agulnik organizes a European tour. This year's touring group included Innes Ward Councillor, Rainer Bloess—member of the City of Ottawa's Transportation Committee—who got a first-hand view of Holland's excellent cycling facilities.

Manny will be going back next year with a new group and hopes to bring other municipal politicians with him to give them inspiration for Ottawa's cycling future!

Manny Agulnik is a former CfSC Vice President, an OBC Tour Leader, and 2006 Bruce Timmermans Cycling Award recipient.

Editor's Note,

Hello all. This is my first issue of Chain Mail. It's really exciting to be meeting so many great people in our cycling community and to be learning so many new things. I look forward to your submissions as well as your comments and suggestions. Together we can see that Chain Mail continues to provide effective information about issues that impact local cycling.

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

Congestion on Cummings Bridge

By Robert D. Battistella

There has been some concern lately about road conditions for cyclists commuting over Cummings Bridge, which connects Rideau Street with Montreal Road over the Rideau River. Earlier this fall, two serious collisions occurred at the site within days of each other, one of them involving a cyclist.

A concerned Vanier resident wrote a letter to the Sun in early October complaining about cycling conditions on the bridge, citing problems with the eastbound direction. It's true that bridge reconstruction a few years ago included the addition of a bike lane in the westbound direction, which is an upward slope. But no bike lane was installed on the eastbound side where traffic moves quickly downhill.

When approaching the bridge from Rideau Street heading east, the road is a downhill curve. Traffic includes buses and large trucks as well as cars and bicycles. And there's not much elbowroom. In this kind of situation, CfSC recommends "taking" the right-hand lane instead of riding next to the curb. Riding in the centre of the lane is actually safer than riding close to the sidewalk with cars and trucks passing on your left side.

This issue deserves a separate discussion, but I feel it's important to acknowledge that a large number of cyclists out on the roads have little or no formal training and may not be in a position to ride safely in centre-lane between fast moving vehicles. Performing this maneuver properly requires that definite conditions be met. These include, among others, training, experience, and physical fitness of the cyclist, as well as style and condition of bicycle being used.

...Continued on page 4
"Cummings Bridge"

PERSONAL INJURY LAWYERS		LET YOUR WORRIES	BE OUR CONCERN
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Beyond Helmets

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Even the recent provincial election had a lot of talk about helmets. The Liberal party's platform twice mentioned a promise to remove PST on bicycles and helmets. But what about lights? Reflectors? Bells & horns? Padded gloves? Specialized clothing? Carrier racks and locks? These accessories improve cyclists' safety 100% of the time, not just in collisions. In fact many of them help to prevent collisions! The Green Party pledged to remove PST on all bikes, parts, and service.

therecord.blogs.com/take_the_lane/2007/09/ontario-party-p.html

While it's unfortunate Chain Mail comes out after the election, there is much that we can do at the provincial level:

- ✓ Make sure the Liberals stick to their promise of removing PST from bikes and helmets
- ✓ Try to get this commitment expanded to include all cycling accessories, particularly those that reduce collisions and injuries

- ✓ Get a one-metre passing distance law on the books, so police can't turn away a traffic complaint just because a motorist didn't hit you while passing too close
- ✓ Get the government to actively promote cycling for transportation. The US House of Representatives passed a sweeping energy bill (H.R.3221), section 12005 of which provides a \$20 per month tax benefit to cycle commuters. Wouldn't this be a great incentive to cycle to work and reduce traffic at the most congested hours?
- ✓ Invest in cycling infrastructure. I have heard many complaints from people traveling cross-country or up from New York that Ontario's roads don't have paved shoulders for riding between cities. These are necessary to avoid deaths of cyclists, such as that of one O.P.P. officer whose widow is now actively campaigning for more cycling education.

Write your newly elected or re-elected MPP (cc CfSC!) and tell them these things are important for improving cycling in Ontario! And if you're interested in provincial issues, get involved with our sister group, Cycle Ontario (www.CycleOntario.ca)

TIP: Want to request a bike rack on a public street or at a park?

E-mail your request to travelwise@ottawa.ca or call the City of Ottawa at 3-1-1. They will also respond to businesses requesting bike racks for private property (malls, for example).



Vice-President's Report

By tOM Trotter

There have been a lot of serious collisions around here this fall. Five cyclists died: two in Gatineau, two in Ottawa, and one near Brockville, ON. Two more were seriously injured here in Ottawa in the lowertown and centretown neighbourhoods. Why did these collisions occur? Could they have been averted? The answer is always a resounding yes. One woman was killed by a drunk driver. Two cyclists ran red lights. One was cut off by a left-turning car, and one is still a mystery.

In addition, two cyclists were hit from behind, and so far it looks like their killers will face no prosecution. When the B.C. lawyer and activist Dugald Christie was hit from behind in July of last year, the driver was not prosecuted. Yet when one car hits another from behind, the law assumes the driver behind is at fault. When a bicycle is hit, the cyclist always gets the blame.

There needs to be a law requiring motorists to give at least a metre clearance when passing a bicycle or pedestrian, two metres if it's a truck passing at 80kph+. Accompanying this should be an education campaign to inform drivers of their newly outlined responsibility. Such a law would not only make the roads actually safer, but it would make them feel safer too!!

Please contact your newly elected or re-elected MPP—ask that such a law be put in place.

See news briefs on Page 7 for Part 2 of the Vice-President's report

Cummings Bridge

... Continued from page 3

In fact many cyclists just end up getting squeezed against the curb along Rideau Street and on the bridge itself, while others take to riding on sidewalks, causing unnecessary anxiety for pedestrians. This situation is unacceptable and needs to improve. One recent suggestion has been to incorporate sharrow markings on the road surface. For those unfamiliar with that term, sharrows are symbols painted onto the pavement that combine an outline of a bicycle with some chevron pointers. Their purpose is to encourage motorists to share the lane with cyclists. Other suggestions have been to add better signage with clear messages for all road users, and some people still believe an eastbound bike lane could work on Cummings Bridge if traffic patterns were somewhat modified.

Comments: editor@SafeCycling.ca



Photo: John Luton

This image shows a sharrow being used on Finlayson St. in Victoria, B.C. A wide sidewalk made a bike lane impossible here. Hence the sharrow fills in as a reminder to motorists. You can see where the bike lane starts again just up the road. Sharrows have become popular in North America and are now being used more often in Canadian cities.

John Luton is Executive Director of Capital Bike and Walk Society (Victoria, B.C.) www.capitalbikeandwalk.org and former resident of Ottawa (1980-1994)

Volunteer Opportunities: help us make a difference

Join the CfSC Newsletter: CfSC's public e-mail list has been a forum for cycling news and events 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 in a casual setting.

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 and a whole range of fascinating subjects.

The Board usually meets on the second Monday of the month at 7 PM. Check out the Newsletter or email 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

re-Cycles Co-op Cycles On

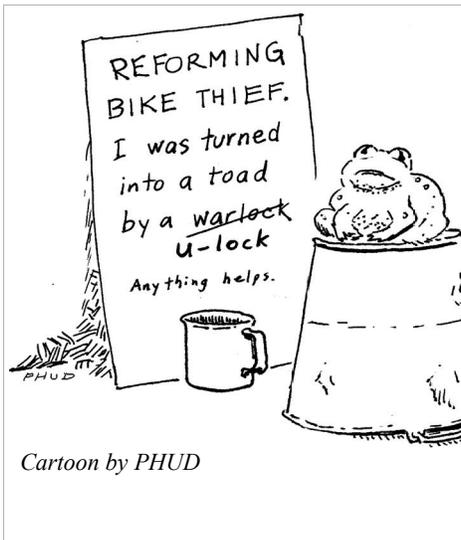
By Mark Rehder

This has been the busiest year yet for the re-Cycles Bicycle Co-op. One of our recent initiatives has included helping the new Ottawa chapter of Bicycles For Humanity kick off its first bike collection drive by donating bikes, parts, and a big stack of tires. You can read more about it on our website www.re-cycles.ca/bfh2007.html.

With the onset of October, we reverted back to our shorter Fall / Winter hours of 6 pm — 9 pm. Unfortunately, since two of our volunteer Head Mechanics are on temporary leave and the rest of the team is not able to fill in, we've also had to close on Wednesday nights. However, we do plan to get back to a full schedule come April.

As usual, the re-Cycles shop will continue to be a great resource for keeping your winter bike running, offering a great space to do maintenance work as well as plenty of parts to replace those rusty ones. Also don't forget that among our ever-changing inventory of bikes for sale we could very well have the perfect winter-bike to meet your needs or those of a friend. "As is" bikes that have been safety checked start at around \$40 and fully overhauled machines start at around \$100.

Mark Rehder is Director of re-Cycles Bicycle Co-op



Cartoon by PHUD

Bike Thief Grief

By Robert D. Battistella

People all over Ottawa were touched in mid September when a news story appeared in the *Citizen* about a senior whose bike was stolen while attending church in the Glebe. An enthusiastic cyclist at age 84, Ms. Hassell used the same bicycle for well over three decades before someone took it away from her. Naturally, that's because she normally kept it locked up. But this time she made an exception.

It only goes to show how easily you can lose your trusted two-wheeled companion. Unlocked bicycles constitute one of the greatest reasons for bike theft. Most victims are people who generally make a habit of locking up. That exceptional moment when you neglect locking your bike for one reason or another may be the last

time you see it. Sadly, stolen bikes are rarely recovered.

People who plan to keep their bikes must lock them consistently using reliable methods. U-locks are generally considered among the most dependable types. Some people advocate using two locks of different styles on a bike in certain situations. You should also consider things like locking your bike in clear public view and always attaching it to something that is anchored down. If no bike rack is available make sure you don't obstruct public facilities when choosing your spot, and consider making an appeal to property managers about having proper bike racks installed.

If you need to leave it unattended for long periods on a regular basis, consider taking it indoors. And whenever possible use specialized bike parking facilities, such as permit-only or supervised bike parking. Peace of mind may be well worth the small fee you will have to pay.

Ms. Hassell's story has a bright side. The community responded with an outpouring of generosity. Many people contacted her with offers to replace the stolen bike and within about a week she was united with another bike of similar vintage.

It's really great to see people responding in this way, but most of the time victims of bike theft are not so fortunate. They just have to bite the bullet and come up with their own replacement.

City of Ottawa TravelWise Ad – Take a I@@@k!

For those who haven't heard, TravelWise is a program of the City of Ottawa that is aimed at reducing traffic congestion by maximizing efficient use of the city's transportation infrastructure. Recently the city published a good ad on YouTube entitled "Share the Road" that is a benefit to cyclists. The ad is part of a targeted effort to raise awareness and respect for vulnerable road users such as people who ride bicycles. Go to www.YouTube.com and type the search term "City of Ottawa – Share the Road", then click on the image or video title. Learn more about TravelWise at www.ottawa.ca/travelwise.

Cornwall may be greener than you think

By Stephen Johnson

Cornwall, Ontario may not seem like the most obvious eco-tourism destination. But the community is working on a number of projects that promote a sustainable future. Among other things, the city features a bike trail that winds along the St. Lawrence River, a large conservation area within city limits and a wind turbine that provides power to the local community college. The bike trail is part of the St. Lawrence Recreation Path, which combines paved shoulders and off-road pathways running from Morrisburg to Lancaster.

The campus at Saint Lawrence College is also an interesting stop for eco-minded cyclists. Aside from having a wind turbine, it is home to the St. Lawrence River Institute of Environmental Sciences. With a focus on the study and research of large river systems—and in particular the St. Lawrence River ecosystem—the institute offers many environmental programs and provides leadership on local environment issues. The college is planning to offer a wind turbine technician course at its Kingston campus beginning in the fall of 2008

Cyclists looking for an extended journey can explore the trail east towards Lancaster where they will pass by some noteworthy eco-attractions like the Gray's Creek Conservation Area and Cooper's Marsh. Towards the west, the trail passes by the Upper Canada Migratory Bird Sanctuary and Upper Canada village finally ending at Morrisburg.

It should be noted that bicycles can be rented from a number of locations in Cornwall. For more information about the Saint Lawrence Recreation Path and the community in general, visit www.CornwallTourism.com



Charles Akben-Marchand, president of CfSC seen here tending an info booth at U of O on Car Free Day, Sept 21, 2007

President's Report & AGM Report

By Charles Akben-Marchand

Since the last issue of Chain Mail, CfSC has been fairly active. I was elected for another two years as CfSC's President. The picnic in August went well, with about 20 members showing up. Kudos to Tom for taking the lead in organizing this. There was a rash of cyclist deaths in August and September, driving us to put pressure on the City and the province. We are pushing the City to get the ball rolling for the 2008 cycling programs.

We don't want another "oops, we forgot" as with the 2007 programs. We are also pushing for the adoption of the Ottawa Cycling Plan by year's end, and we've made many comments on individual road projects. But the big event was the Annual General Meeting, held Thursday, October 11th at the McNabb Community Centre. Lots of people came out to chat with other CfSC members, eat pizza, and hear guest speaker Chris Bradshaw's talk on how carsharing improves walkability and bikeability. A big thanks goes out to all the volunteers who helped stuff the AGM notices into envelopes, and who phoned CfSC members to remind

them about the meeting. Naturally, a big thanks also goes to Chris for agreeing to talk on such short notice, and to everyone who volunteered in the last year, and who is volunteering now. Congratulations to Robert Battistella for being Volunteer of the Year! CfSC's Board has a number of fresh faces joining the returning President (me), Vice-President (Tom Trottier), and Treasurer (Peter Sloan), with Secretary John Calvert stepping down. John Stevenson and Will Hallam are returning as Directors-at-Large, and are joined by Cathy Woodgold, Ross Wilson, Jenny McGuire, and Carla Jane Troy [Note: Carla resigned at the first Board meeting due to a declared conflict of interest regarding mandatory helmet laws] An introduction from each board member will be available as soon as possible.

While CfSC members are going to receive AGM minutes in the mail, I'd like to provide some highlights from the meeting, as there was much talk on CfSC's focus for the coming year. There was a general feeling that our past strategy of trying to improve cycling by reaching individual cyclists showed little results. Instead, we should be working to foster a *Culture of Cycling* in Ottawa.

At the AGM people also expressed a need for events that are more fun—not just meetings—to push CfSC's message. This will require help from individual members like you to help make these events happen! And we've already started to implement these visions. At its first meeting, the Board set a number of goals for the coming year.

At the municipal level, we need to build on our past successes and push for sustained funding for the City's cycling programs, funding for "missing links" in Ottawa's cycling infrastructure network, improved Rack & Roll service, better signage for cycling routes, better cycling connections between rural

... Continued on page 7



President's Report & AGM Report

...Continued from page 6

communities, keep the Roads and Cycling Advisory Committee from being dismantled, and push to get the forever-delayed Cycling Plan approved and implemented. We will continue to watch Community Design Plans and zoning applications to ensure that cyclists will be able to travel well in communities under development.

At the provincial level, we need to push for provincewide cycling promotion and educational programming, more paved shoulders on rural and intercity routes, a law requiring motorists to give at least one metre of room when passing cyclists, and get the Liberal government to implement the PST exemption on bicycles and helmets it promised in the recent election—and have this extended to all bicycle accessories.

We also want to build cycling culture in Ottawa by improving our ties with communities of interest, including the U of O and Carleton U, and by getting representatives for each

municipal ward (let us know if you would like to represent your ward!).

Last but not least, we have set three big events as priorities for 2007-08. Ecology Ottawa is organizing a forum on the Future of Transportation in Ottawa in early December, which will raise awareness of sustainable transportation issues in advance of the City's updating of its Transportation Master Plan, and will help push for funds for cycling in the 2008 budget. We also want to build on the great success we've had in the last two years with the Bluesfest Bicycle Parking. Third, we want to bring together the necessary parties in governments, institutions, and non-government organizations to make Car Free Day 2008 a grand festival that celebrates non-car modes of transportation.

I am very excited about working with CfSC's newsletter and web editor, Robert Battistella, so that SafeCycling.ca will be a well-respected resource for information on cycling issues in Ottawa. See you at the next CfSC event!

- Charles



A volunteer mechanic from U of O Bike Club fixes a wheel on Car Free Day

University of Ottawa Bike Club

Riding - Workshops – Advocacy

- ✓ Campus Bike Lanes Network
- ✓ Sustainability Centre
- ✓ Maintaining Bike Share
- ✓ Reducing Bike Rack Congestion
- ✓ Improving general bike infrastructure on campus
- ✓ Promoting bicycles as a sustainable mode of transportation

These are just a few things covered by the U of O Bike Club

For more information check out www.geocities.com/uottawabikeclub or send an email to:

Alex Magdzinski
alexmagd1@hotmail.com

Vice-President's Report - Part 2

By tOM Trottier

News – take action

The Roads and Cycling Advisory Committee (RCAC) is still pressing staff to bring forward the Cycling Plan for 2008, but no dice—they won't be asking for any 2008 funding! Call your Councillor!

The City is currently merging and improving zoning bylaws. New laws include more requirements for bike parking than previous ones but still fail to encourage cycling at schools. You can comment at meetings or online:

ottawa.ca/residents/bylaw/zoning
ottawa.ca/residents/public_consult/beyond_2020/

Active Ottawa Actif is planning a half-day workshop on Active Transport for HR and managers in February 2008. Call Barbara Woodward at 613-580-6744, ext. 26143 for details or e-mail businesshealth@ottawa.ca

- Stay tuned for results of The Bruce Timmermans Award, which was scheduled to be presented at the Nov 7, 2007 Transportation Committee meeting at City Hall.
- There will be some new dedicated Bus/Bike lanes along Carling—the bus lanes near Bronson will become Bus/Bike. Alas, they will not be any wider.
- A Shared use lane for Klondike Road between March Road and Flamborough Way will be constructed. Goulbourn Forced Road and Kanata Ave will be getting 5.5m wide shared lanes. Sidewalks and Bicycle lanes are now de rigeur for arterials and collectors. The latest example is Jockvale Road where work is being done.
- Bicycle pockets next to right-turn lanes will be provided for March Road 250 metres north of Solandt Road, and Strandherd Drive 750 metres east of Cedarview Road.
- The NCC will be constructing a recreational path between Woodroffe and Black Rapids Lock Station: tinyurl.com/3bpcwm
- I've been invited by the Ontario Physical and Health Education Association (OPHEA) to write a theme (How-To) paper on Winter Biking for February release. Please send me your advICE.

News Briefs

Team Ottawa Orleans

Attention East-end members! A group called Team Ottawa Orleans has produced a detailed map of the pathways in Orleans, available at www.teamottawaorleans.com Follow the links to "Orléans Trails" to get to the colour PDF maps.

HPVooO update:

Human Powered Vehicle Operators of Ottawa have their weekly dinner Sundays at 6pm at the Vietnam Noodle House (706 Somerset Street West), and the Santa Claus parades are coming up. All are welcome to chat with experienced cyclists and see interesting bikes. Photos at <http://hpv.tricolour.net>

My Bike Lane:

Car parked in your bike lane? Take a photo and report them at ottawa.mybikelane.com

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 1695 Bank Street 10% off parts and accessories</p>

CfSC Membership Application Form

Cut below dotted line, fill out and send with cheque or money order to address at top of 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: _____ Province: _____ Postal: _____

Tel: H: _____ W: _____

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)

Low Income: 1 Year (\$ 10)

Please contact me about volunteer opportunities.

Please send mailings by e-mail when possible.

My additional contribution of \$ _____ to assist CfSC volunteers with their work is enclosed.

Any cycling comments/concerns? _____

***Household Memberships Only:**

2nd Member's Name: _____

2nd Member's E-Mail: _____

www.SafeCycling.ca