



Annual General Meeting

Fall 2011

Tuesday, November 8, 2011
Biagio's
1394 Richmond Road
(just west of Lincoln Fields Shopping
Centre, side entrance, downstairs)
Drinks at 6:30
Pizza at 7:00
Meeting at 7:30

and, hopefully sooner or later, the presentation materials. Also, we'd all be happy to share our experiences in person—just ask, especially about the surprise bike give-away to a group of kids.

Speaking of Share the Road, somewhere around ten of us were at the second annual Share the Road Ride here in Ottawa on a cool and windy Sunday, August 28th. Not only was it fun and rewarding to cycle this event in support of a great cause, there was a great swag bag including a good-quality, colourful full-zip jersey and more free beer at the end than any of us could drink, all for under \$100. It was great to see one KNBCer after another at the Ron Kolbus Centre that morning who I was not previously aware of being registered.

President's Message

Well, you don't need a calendar now to tell you that fall is here. The days are crisp and getting shorter. But that doesn't mean it's time to put away the bike yet. There are still several weeks of riding in the autumn colours to enjoy.

In this newsletter is an account of the experiences of four of the club's executive members who attended the 2011 Ontario Bike Summit which was held here in Ottawa at the newly-renovated Canadian Museum of Nature on June 27th and 28th. When it came to our attention that the registration fee for an attendee from a non-profit organization, like KNBC, was \$220, the executive authorized that amount of club funds to send one person. Then, when we found out that the organizer, the Share the Road Cycling Coalition, was desperate at the last minute for volunteers and that anyone who stepped up to volunteer could attend the conference for a reduced rate, four of us—me, Monna McElveny, Stella Val, and Debbie Wright—agreed to help out. We all arrived at the museum at 6:00am on the Monday to assist, and stayed all day, helping out and attending sessions. We also returned on Monday evening for a reception, and Monna attended the Tuesday session. Overall, it was a very worthwhile use of our time (and club funds!). Please read our account of our time at this conference in this newsletter and check out the link to it at www.sharetheroad.ca for the full agenda

Please plan to attend the AGM in November. We are returning to Biagio's again this year, which is a great space to wind down and celebrate the cycling season just past as well as to look forward to 2012. See you there!

Tom Seniuk

ExpoCycle and Grand Prix Cyclists de Montreal, Sept. 10-11, 2011

On Saturday, September 10th, Caroline, Steve Caron and I attended the ExpoCycle trade show in Montreal (www.expocycle.ca/en/index.html). This was the first time in the dozen years or so that this show has been held that they opened it to the public. After being there, I wonder what took so long. We got in right at the opening at 10am and stayed for hours, checking out all kinds of great bikes, clothing, and other gear. Booths were fully stocked with what looked like a sample of every product in every style, size, and colour available that the vendor had to



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offer. Unfortunately, none of it was for sale, but there were very knowledgeable reps who answered all our questions, including where to go to purchase the products.

Top Canadian pro cyclist Ryder Hesjedal from the Garmin-Cervélo team made an appearance at the show. I posed for this photo with Ryder, which Steve took.



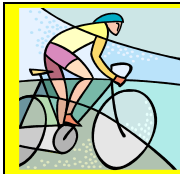
Just like it's hard to fully appreciate the size of NBA players if you've only ever watched games on television until you sit court-side at a game (which I did once), it is similarly difficult to comprehend how UNGODLY SKINNY pro cyclists are. We noticed this right away when Ryder walked up to the booth. He is fairly tall, at 6'2", but weights only 160 lbs. (both stats from his Wikipedia page) and if you've seen him in the peloton on television, he's one of the bigger guys, a "roleur" who rides stronger than most over surfaces like cobblestones. What I noticed were his arms, which were practically pipe cleaners, and his clothes hung off him like he was a wire hanger. On Sunday, September 11th, Caroline and I went into the city to watch the Grand Prix Cycliste de Montreal WorldTour race (<http://gpcqm.ca/en/event-mtl/>). All the ProTour teams were represented, many bringing some of their top riders, plus a few Pro Continental teams were entered, too, including the Canadian Team SpiderTech powered by C10.

We arrived just as the race started, and stayed until it was about two-thirds

complete. At a total of 17 laps of a 12-km course, it really wasn't necessary to stay for the full five-plus hours of racing over 200+ km, especially since the last hour and a half or so would be televised (I set my PVR). Like attending any other professional sports event live is a much richer experience than watching on television, the same is true for a pro cycling race, maybe even more so. There were at least a dozen police, support, and camera operators on motorcycles speeding in front of, behind, and occasionally among the racers. Then there is the caravan of team cars, each carrying bicycles and wheels worth about five times as much as the car they're sitting on. Then at the very end were two ambulances.

With the course being a circuit, you could watch the race go by 17 times, or along one stretch of road with an out-and-back, 34 times, without moving an inch if you wanted to. You always knew the riders were coming when you heard the helicopter, and then the crowd cheering. Of course, the most popular spot was on the major climb on Ch. Camilien-Houde up Mont Royal, and that's where I planted myself for most of the time I was there. The major impressions were of how colourful the peloton was; television doesn't do it justice. Also, at points along the road where there were no barriers, it was possible to stand within an arm's length of the racers as they went by with nothing in between. It wasn't easy to get a good photo of the action with my pocket-sized point-and-shoot camera, but here is one of them.





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The Team Sky rider in black and blue (second in line) is Simon Gerrans--this team puts their rider's name on the sides of their jerseys--and the Team SpiderTech rider in the red Canadian champion's jersey with the maple leaf (fourth in line) is Svein Tuft. This was the second year that a pair of WorldTour races were held in Quebec City and Montreal, of a five-year commitment. From the size of the crowds and the organization, it looks to be a big success.

Tom Seniuk



Bon Ton Roulet

At least half a dozen KNBC members (Dave Audette, Karine Langley, Monna McElveny, Susan Monaghan, Sue Potvin and Cynthia Sutton) participated in the Bon Ton Roulet seven-day cycling and camping tour throughout the beautiful Finger Lakes Region of New York State from July 24th to 30th this year.

In one word: WOW!!!

The Bon Ton Roulet is a fundraiser for the YMCA of Cortland and Auburn. It is volunteer-based, with each little community offering meals and support, and the support is fabulous. SAG wagons lug all the gear for 650 cyclists from location to location and camping equipment can be rented (which include tent, air mattress, daily towel service and camp chair) if you don't have your own. For those not wanting to camp, alternative lodging was available. Meals and very healthy snacks are amply provided along the way and the tour took advantage of the many vineyards and wineries for some more interesting rest stops.

The scenery along the routes (your choice each day of long, about 70 miles or 100+ km, or short, about 50 miles or 80 km, options) was spectacular, both along the water and inland.



The estates along the lakes certainly showed no signs of any recession and the towns and villages were exquisite.



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While we stopped at numerous wineries, the hidden gems along the way were what made the trip. While many were noted on our daily sheets, some like Cowlick Farms outside of Wagner winery was not mentioned. Cowlick Farms makes homemade gelato and outstanding artisan cheeses. The tour allows one to explore the treasures of the Finger Lakes, from antique boat shows, to Mennonite markets, to produce stands and farms that produce cheese and gelato.



Of particular interest to me was going through Seneca Falls, a beautiful little town better known as “Bedford Falls” where the Frank Capra film “It’s a Wonderful Life” starring Jimmy Stewart and Donna Reed was filmed. We even cycled across the bridge that “George Bailey” jumped from to save “Clarence Peabody (ASC)”. I had a coffee

at ZuZu’s—they even had the rose petals—a much appreciated break from a bit of inclement weather. The town is also famous for its women’s suffrage museum and had a splendid display of the women’s suffrage movement which had its origin in Seneca Falls.

The traffic along our routes was minimal and the road quality was the best I have ridden on this year, extremely smooth, oftentimes with very wide shoulders to accommodate the Amish and Mennonite horses and carriages in the area.

Although a non-competitive cycling adventure, I was very impressed with the level of riders participating—all ages and abilities—but all were cognoscente of the rules of the road. I was also impressed with the distance folks had traveled to participate in the ride. We were among the closest. It certainly is a well-know and highly though of event. As for the routes themselves, they were challenging with lots of hills but lots of wonderful descents. It was nothing that the Gats can’t prepare you for.

The friendliness and sense of camaraderie among the cyclists was extraordinary. Susan M. said she never realized what subculture cyclists are now forming. It was especially fun to check out the numerous jerseys announcing the local cycling clubs and other cycling expeditions that the other riders had experienced. Numerous new friendships were forged and a wealth of visual memories was taken away. Check them on FaceBook.

I for one will certainly be back next year and encourage others to check it out. This is a very affordable tour. FYI - registration opens for 2012 in October.

www.bontonroulet.com

Monna-Leigh McElveny



2011 Ontario Bike Summit **Monday 27 June - Tuesday 28 June** **2011, Canadian Museum of Nature,** **Ottawa**

Tom Seniuk, Debbie Wright, Stella Val and Monna-Leigh McElveny attended the 2011 Ontario Bike Summit, a two-day event held in Ottawa. The theme of the event was "Building Bicycle Friendly Communities" and Eleanor McMahon, CEO and founder of the Share the Road Cycling Coalition who hosted the event is certainly to be congratulated for facilitating an excellent two days of information and networking opportunities.

Since the tragic death of her husband OPP Sgt Greg Stobbart, who was killed in a cycling accident during a training ride, Eleanor has created and devoted her life to the Share the Road Cycling Coalition. Here is the link to this organization's website which devotes itself to cycling policy and advocacy: www.sharetheroad.ca

Eleanor has fostered incredible relationships with numerous sponsors and partners at the municipal, provincial, national and international level and is making significant inroads with all levels of government to effect change in Ontario and across Canada as clearly demonstrated by the speakers and attendees at this event. Health, tourism, academics and politicians were represented, bringing the cumulative benefits of numerous disciplines and interests to the table.

Eleanor is the author of Bill 126, "Ontario Road Safety Act" which recently passed third reading in Ontario Legislature which targets suspended drivers and is working with the current Minister of Transportation with respect to the paving of shoulders, the 3-foot rule, and improved education for both cyclists (especially children) and motorists.

The first day, Monday 27 June 2011, was very busy with an opening plenary session

followed by three tracks of workshop sessions, each of which had three or four workshops to choose from. In addition there were also two presentations at lunch, a mobile workshop in the late afternoon where participants were taken on a tour of some cycling facilities in Ottawa, and an evening dinner and reception. All four of us volunteered for and attended the entire first day's events. The second day, Tuesday 28 June 2011, consisted of an opening address by Kathleen Wynne, Ontario Minister of Transportation, and two plenary panel discussions focussing on political aspects of cycling policy and an "Ontario Political Party Accountability Session" with panellists from each of the major parties in the province. Only Monna attended the second day.

The complete agenda of this conference can be found here:
www.sharetheroad.ca/agenda-s14311

It is the intention of the conference organizers to put the slide decks used by the presenters online eventually.

Debbie attended the opening plenary panel, "Public Health and the Built Environment - A Global Perspective" since she was familiar with Dr. Andrew Pipe's work. A few interesting statistics...

- 91% of Canadian children have bicycles ... 5% ride them to school!
- 63% of youth are not active enough for optimal growth and development.
- Unless effective interventions to reduce obesity are developed, the steady rise in life expectancy observed in the modern era may soon come to an end and the youth of today may live shorter lives than their parents.
- A growing number of policy experts, urban planners and transportation experts are concerned that we have built our communities so that it is difficult, and in many cases dangerous, to walk or bike and have thus



“engineered” physical activity out of our daily lives.

A slide deck that is very similar to the one Dr. Pipe presented can be found here:

www.slideshare.net/shawnababcock/dr-andrew-pipe-send-your-children-outside-to-play

Tom attended the morning workshop session on the Ottawa Segregated Bike Lane Pilot Project. The panel was moderated by City of Ottawa councillor David Chernushenko, and Colin Simpson, the senior project manager for the bike lane, did most of the talking. Colin's talk and slide deck was very similar to what he presented to the city's transportation committee in February as this pilot project was going through the approval process, which was an overview of project details, with some additional material on how he and city staff are dealing with resistance to the lane from groups like the various BIAs in the area. A comprehensive website for this pilot project can be found here.

ottawa.ca/residents/public_consult/bikelane/index_en.html

Other morning workshop topics were Programs and Facilities to Engage Youth in Cycling and Building Bicycle Friendly Communities.

At lunch, Richard Campbell from the Velo City 2012 organizing committee in Vancouver gave a presentation on preparations there for this important global conference which is coming to Canada next year. Also at lunch, Andy Clarke, the CEO of the League of American Bicyclists, and Eleanor McMahon, CEO of Share the Road Cycling Coalition, handed out the first four Bicycle Friendly Community awards in Canada to four Ontario cities. Ottawa was one of the recipients, earning a silver designation.

For the first afternoon session, Tom attended the workshop on Bicycling in

Canada's Largest Cities. There were speakers from Toronto and Vancouver.

From Toronto, Dan Egan, manager for pedestrian and cycling infrastructure, gave an interesting talk on some recent cycling issues there. As you'd expect, he had nothing positive to say about mayor Rob Ford's ideas on this topic and that the situation on Jarvis St, where a bike lane was recently removed, is entirely political. Still, there are discussions about installing a segregated bike lane somewhere in the city eventually. Approximately 100 km of cycling lanes in the city have been achieved mostly due to "road diets", where parking spaces and motor vehicle traffic lanes are appropriated for use by cyclists, and situations like College St where curb lanes are converted to bike lanes at peak periods. There is also a commitment to provide bike parking by a variety of means (post & ring, corrals, even sheltered) and Bixis were launched in May this year.

From Vancouver, city councillor Geoff Meggs talked about the history behind the Burrard bridge segregated bike lane, where one lane of motor vehicle traffic was reallocated without a significant effect on cars but resulted in much more and safer bicycle traffic. Councillor Meggs also mentioned some local resistance to a segregated bike lane pilot project installed on Dunsmuir St in 2010 which, when built out in an attractive manner, looked permanent (sounds familiar?). A parking issue downtown on Hornby St was particularly interesting. When a bike lane was installed there, on-street parking was reallocated to side streets (sounds familiar, again?). Businesses complained. It was then discovered that downtown off-street parking in underground garages was found to be plentiful and underutilized. Underground parking operators are being encouraged to change their business model to be more like on-street, short-term parking at meters.

Other early afternoon workshops were on



Interactive Design Challenge, Improving Intersections for Bicycling in Ottawa, and Improving Community Health.

Stella attended the late afternoon session, "Bicycle Travel and Tourism: The View From Ontario and Beyond". Potential revenues from bicycle tourism make a case for development of cycling infrastructure, which in turn will encourage the local population to engage in utilitarian, commuter and recreational cycling. Bicycle tourism should be promoted to politicians as an economic opportunity providing jobs and tax dollars. Some projects which are "shovel-ready", for example those using disused rail trails, are easier to present to politicians while others require more persuasion. The ever-increasing number of retirees, a need for focus on the environment and growing attraction of active lifestyles all provide arguments for investment in bicycle tourism.

Presenter Andre Riopel from the Sault Trails Action Committee gave details on the 340 km trail on the north shore of Lake Huron. Councillor John Scott from the County of Essex outlined work being done in Southern Ontario to promote the Wine Trail to cyclists while Ginny Sullivan from the Adventure Cycling Association in Montana described ways in which that organization promotes cycling. Ginny gave many examples of ways in which to promote bicycle tourism, such as the development of a national bicycle route system, promotion of destination events, increased signage, availability of waterproof maps, on-line GPS waypoints. Much is already being done locally, but she encouraged us to examine and use best practices from the United States and around the world to continue to develop bicycle tourism.

Also during the late afternoon session, Tom attended the workshop on Quantifying Cyclist Behavior. Arthur Tai from the Transportation Planning Branch of the Ontario Ministry of Transportation talked about the "Transportation Tomorrow"

telephone survey of households in the greater Golden Horseshoe area last fall. This was the first-ever survey of its kind. Many of the results weren't that unexpected, like men are more likely to cycle than women and younger riders cycle more often. But there were also conclusions such as about 5% of cyclists ride year-round, and older riders are more likely to cycle in spring and fall than younger riders.

A bit more interesting was the presentation by Jeff Casello from the department of civil engineering at the University of Waterloo. He and one of his graduate students distributed GPS units with recording capability to a number of cyclists, who used them when they took trips on their bikes, and returned them afterwards for the data to be downloaded and analyzed. Along with information from surveys and diaries, they discovered some interesting things, such as about 14% of the survey respondents/ experiment participants earned incomes of over \$100,000 per year, which indicates that they are not cycling for financial reasons. Also, about a third of households in the study had two licensed drivers and one car, so cycling appeared to allow these households to only own one car. In winter, cyclists migrated in fairly even numbers to private motor vehicles, public transit, and walking, with private vehicles being the preferred choice. This means that cyclists were riding by choice or convenience and not necessity. Large peaks in the data for trips originating during typical morning and afternoon commuting periods were evident, meaning many study participants were using their bikes to get to and from work and school. This could have a significant impact on motor vehicle travel times, which tend to be constant during off-peak periods but increase dramatically as the number of cars on the road increases beyond a certain point and cause congestion.

This study found that the biggest obstacles to cycling were feeling unsafe and poor motorist behaviour. In another workshop



session, Monna reported the statistic that that 62% of the population who would cycle don't because they are afraid for reasons of both road and personal safety. We need to congratulate ourselves in KNBC for affording a safe and supportive cycling environment, especially in the area of personal safety. Monna would never venture alone to such remote locations and do the distances that a club environment enables a woman to do.

Other workshops in the late afternoon covered Active and Safe Routes to School and Effective Campaigns for Growing Bicycling in Your Community.

During the evening dinner and reception, there was much more opportunity to meet and talk with other conference attendees. At the table that the four of us assembled at, we met a graduate student from the University of Ottawa who was studying physical activity in children, and Sarah Raz from the Adventure Cycling Association who also was in town to deliver an information session on her organization. Bushtukah and Kunstadt Sports were recognized during a brief award ceremony for all the time and effort they both give back to the community.

Tuesday sessions focussed on politics and advocacy. Topics were The Impact of Infrastructure Funding, Message for the 2011 Provincial Election, and Political Party Accountability.

In preparation for the election, we are all encouraged to take the Active Communities Pledge, an initiative of the Share the Road Cycling Coalition, and promote it to our friends, family and especially our political candidates to do the same. Here is the link.

www.activecommunitiespledge.ca

Overall this conference was absolutely worth our time to volunteer for and attend. Do not hesitate to contact any of the four of us directly to learn more about any of the topics covered in this report.

Other useful and interesting links:

Bike Train Initiative:
www.biketrain.ca

Cycle Friendly Travel in Ontario: www.welcomecyclists.ca

Adventure Cycling Association: www.adventurecycling.org

Short overnight trip tips:
www.bikeovernights.org

Monna-Leigh McElveny, Tom Seniuk, Stella Val, Debbie Wright

From the Editor

Thank you to all our contributors for this edition.

If you have any cycling news, views, tips or trips you'd like to share with us, we'd like to hear from you!

Please submit to:
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