

## Quinte Tour

The Quinte tour was a great success. Fifteen people (fourteen riders and a spouse who joined us for meals) went on the weekend trip to the Isle of Quinte just south of Belleville.

We started the weekend on Friday evening on a outdoor patio at a pub in Picton. There's nothing like a drink or two, some pub grub, and good company to get the weekend off to a good start.

On Saturday morning, there was a brief shower at breakfast time, but this was the only rain we saw all weekend. The rest of the weekend was sunny and 20-ish. However, we were all impressed with the very clever wind they have on Picton. It seems to *know* exactly which way you're cycling and moves around to produce head winds almost all the time ;-)

The ride on Saturday took us to the Lake on the Mountain. From there, around the peninsula to lunch with cider at the County Cider Company; the view of Prince Edward Bay from the hill-top patio was stunning. Dessert was ice cream at the Black River Cheese store. From there we cycled through Milford and Cherry Valley and back to Picton. The day was rounded off with dinner at an Italian restaurant in Picton.

On Sunday, we had a remote start from Bloomfield (except for Stella, Debbie, Susan and Christine who cycled over from Picton). First stop was at the B&B where Barbara, Patricia and Denise stayed. As in real estate, the three most important factors in a B&B are location, location and location, and in this respect, The Doll House (as this B&B is known) excelled. It is on a quiet lane and literally backs onto a sandy beach on West Lake. The owners sell dolls houses and also have an ancient bike with a saddle that looked as though it came from a tractor!

**June, 2004**

From there, over to the Sandbanks with stops first at the sand dunes - the water was a beautiful green - and then to the site of the old Lakeshore Lodge which dates back to 1870 but was lost in a fire in 1983. The ride then took us along the banks of picturesque Athol Bay and then back to Bloomfield. The Bloomfield Brasserie had prepared a single big table for us in a private room that was a great end to a wonderful weekend.

Barrie Kirk

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## **Roads and Cycling Advisory Committee Update**

Greetings all. I hope everyone is enjoying the new cycling season. Since the last update the committee has undergone some changes.

The December Governance Review Report recommended the elimination of the Cycling Advisory Committee and despite our efforts, and those of the cycling community, to save the committee, after a lengthy debate the recommendation passed. However, Councillor Clive Doucet tabled a motion to split the Transportation Advisory Committee into two new advisory committees - Roads and Cycling and Pedestrian and Transit. However, these two new committees cannot cost more than one advisory committee and as a result each can only have six staff supported (formal) meetings per year.

While waiting for our Terms of Reference to be approved by Council the committee met on an

informal basis in January, February and March. This gave us time to fine-tune our 2004 work plan, develop our budget presentation and respond to

recommendations for the Alta Vista Transportation Corridor. In March, Joel Koffman, gave us an update on the Rack and Roll program. The program is extremely successful.

The April meeting was our first formal meeting under the new guidelines. Matthew Rinfret, from the NCC gave us an update on the construction in LeBreton Flats and the potential impacts this will have on cycling. Matthew's presentation is available on line at: <http://www.ottawa.ca/calendar/ottawa/citycouncil/a-rcac/2004/04-19/agendaindex1.htm>.

At the May meeting, Jennifer Armstrong of Morrison Hershfield made a presentation on Phase 2 of the cycling activity monitoring study. Jennifer's presentation is available on line at: <http://www.ottawa.ca/calendar/ottawa/citycouncil/a-rcac/2004/05-17/agendaindex2.htm>.

Our July meeting will be held at Ben Franklin Place in Room 1A. Baseline ward Councillor Rick Chiarelli has been invited to provide the committee with any cycling successes and challenges in the ward. For details on this meeting follow this link: [http://www.ottawa.ca/cgi-bin/docs.pl?date\\_m=6&date\\_y=2004&navigate=Jump+to+month](http://www.ottawa.ca/cgi-bin/docs.pl?date_m=6&date_y=2004&navigate=Jump+to+month). The agenda will be posted on the City's web site one week prior to the meeting.

The September meeting will be devoted to the consultation on the cycling plan draft report. The consultation will be held in Jean Piggott Place with council chambers available for participants to discuss the plan with the consultants, staff or roads and cycling advisory committee members. The details will be provided as soon as they are available.

We are continuing with the tradition of having professionals from the community

representing various cycling and roads organizations and areas of interest to make presentations on specific cycling and roads issues. This fall we have Ottawa Police Services Staff Sergeant Rick Lavigne and Integrated Road Safety Program Coordinator Jerry Thomas confirmed to speak on the June and August sidewalk cycling campaigns as well as the July Share the Road campaign. Future guests will be announced as their attendance is confirmed.

We are also recruiting members of the public to get involve with one of our subcommittees: Safety and Education (S&E), Bicycle Parking and Infrastructure (BP&I), and Planning and Evaluation (P&E). An example of these subcommittees' work plan activities follows:

The S&E subcommittee is working on a plan to increase the number of commuter cyclists in the city as per the Official Plan.

The BP&I subcommittee is working on a proposal to implement supervised bicycle parking at events and festivals held in the city.

For more information or to sign up for a subcommittee please contact Donna Mulvihill, Roads and Cycling Advisory Committee Coordinator by telephone at 580-2424 x28214 or by email at [Donna.Mulvihill@ottawa.ca](mailto:Donna.Mulvihill@ottawa.ca).

The Roads and Cycling Advisory Committee meets at 7:00 pm (19h00) the third Monday of the month in the Richmond Room at City Hall. Our formal meeting schedule for the remainder of 2004 is as follows: July (Ben Franklin Place), September (Council Chambers to accommodate cycling plan consultation participants), October and November.

Until next time, cycle safe.

## **CAN-BIKE lessons learned**

Don't hug the curb; ride in the lane. It is actually safer to ride farther out, where you're in the drivers' field of vision and you have room to manoeuvre if something goes wrong. You should stay away from the curb when you're stopped, as well. Many cyclists move to the curb at red lights so they can remain seated on their bike with one foot resting on the curb. This moves them out of the flow of traffic - and out of drivers' field of vision - at the most dangerous place for cyclists: intersections.

Keep your eyes up and look ahead while you're cycling. If you do this, you can spot obstacles, such as an open car door or a large pothole in the road, well ahead of time so you can plan to avoid them, rather than react at the last minute. The more traffic there is, the farther ahead you should look, because there will be more things happening that you have to react to.

### Buying & Wearing a Helmet

Buy your helmet at a store where the staff are knowledgeable about fitting bike helmets. Make sure you try it on. It should fit snugly --- not tight enough to hurt and not loose enough to slide forward or backward. Adjust the straps so they are snug; you should be able to tug on the helmet without it coming off. Look for safety approval stickers (Such as CSA, Snell, ANSI or ASTM) inside the helmet. Finally, don't buy a helmet second-hand because you can't tell if it has been in a collision. During a collision, the outer shell of the helmet spreads the force through the helmet, and the foam absorbs the impact. Helmets are not constructed to do this more than once and, therefore, won't protect you a second time.

From Canadian Living, June 2003  
Submitted by Maureen Edwards

## **Report from the Tour Director - June 14, 2004**

Thanks for the dedication and commitment of our tour leaders, KNBC members have benefited from a variety of pleasant tours this spring. We have had two tours most weekends and good turnout. A sincere welcome goes to all our new members; we hope you are enjoying your rides. The weather has mostly been co-operative, with wind, sun, and cloud. Only two tours have been cancelled due to rain. There appears to be an increase in Saturday riders this year, and also in the percentage of riders bringing their lunch for a picnic.

I remember several tours this spring for a number of reasons. The Dows Lake Tour was great! For once we hit the tulips at their peak, and the same weekend all the trees also seemed to be in blossom. I thought apple blossoms bloomed before the lilac, but this year they were both out at once. The Pinheys Point Tour on May 29 was one to remember, mainly because of the wind blowing fiercely in our faces as we headed north on March Road. That day it was fairly chilly eating lunch by the river so we did not stay too long and got blown all the way back to Kanata. On the Carleton Place tour the Thruway Restaurant was conveniently located at the entrance to town, and the food and service were great. I hear the Blackburn Hamlet ride was the best attended so far this season, and the same weekend, the Sharbot Lake Tour the hilliest with great scenery. After all the rain the landscape was really green for the Lanark Tour. Two deer were grazing at the side of the road and Bill and I were so pre-occupied watching them we missed our

turn. Luckily Christine had provided us with a map and we soon got back on track.

It's definitely been a good spring for the club. The summer and fall brochure will be out soon, look for it in your snail-mail-box or on the web-site. I look forward to lots

more interesting rides with KNBC members old and new.

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## **T-shirts and badges**

The club still has some T-shirts and badges for sale. The T-shirts are yellow with the club logo on them; they cost \$15 each and if you want one, please contact Stella Val at 225-8879. The KNBC badges can be easily attached to bike bags with a glue gun and cost \$3 each; please contact Barrie Kirk at 592-6672 if you would like to buy one (or perhaps two if you have a bag on your handlebars as well as a rear pannier!)

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## **Liability Insurance**

After further investigation, we have learned that the club's insurance policy via the Ontario Cycling Association (OCA) does protect Tour Leaders and the Executive from claims initiated by club members and people from outside the club.

Although The waivers that we have all signed appear to prevent members of the club from suing the club itself, the Executive, and Tour Leaders, even the best waivers can (and are) challenged in court. The OCA's position is that it will stand behind the club as well as Tour Leaders and the Executive if there is a claim and/or a law-suit. In a situation like this, the first line of defence is the waiver. However, if a court rules against the protection offered by the waiver, the OCA will continue to defend the people concerned, and the insurance policy will cover the costs associated with any claim.

Barrie Kirk

## **How to go Straight, When Motorists are Turning.**

In the last Newsletter, Barrie outlined some things we have learned in the Can-Bike II course with respect to "Where to Ride". I am writing about how to go straight when others are turning right.

Imagine you are cycling straight and the car ahead of you signals to turn right, and slows down, what do you do?

Pull up on his right and see if you can pass him before he turns?  
Wait behind him until he has made his turn and then continue to go straight?  
Pass him on his left, thereby letting him turn, without having to wait?

Obviously option #1 is wrong. The car was ahead of you: you can see him, but the driver may not see you, either because you are in his blind spot, or because he forgets to look. Either way, do not pull up alongside of the car.

#2 is quite acceptable. You have to be predictable and as soon as you see that the driver is signalling a right turn, stay behind him, one metre from the curb, and wait for him to turn.

Option #3 is also acceptable, especially when traffic is slow.

This was quite straight forward, as the pretend driver was already ahead of you. It is not always that easy. What do you do if the car is coming up behind you and the driver is signalling to turn? Do not go closer to the curb, to let him pass.. you will just get squeezed into the curb that way. You have to establish your lane position early, at least one metre from the curb, thereby indicating that you are continuing straight, and making it hard for the motorist to pass you. Make sure you shoulder check when

coming into an intersection, to see what the other vehicles are doing.

When you are waiting at a light, a driver may pull up beside you. You are now in the drivers' blind spot, and you may not be able to see him signal, or he may forget to signal. This is not a good place to be! Move out of this position if you can. If not, be a defensive cyclist, and wait for him to pull forward when he leaves, watching his front wheel carefully for signs of turning. If he is turning, wait back for him to turn before moving ahead yourself.

If a right turn lane opens up on your right, and you are going straight, stay out of the turn lane. Remember, be predictable. If you get in the turn lane, you are indicating that you are planning to turn. So, continue to cycle straight, only after shoulder checking to indicate your intentions to the motorists following. The motorist behind may have to slow down a bit until there is enough space for him to enter the turn lane. That's OK.

Similarly, if you find the lane you are in has become a right turn lane, shoulder check, signal and when there is a space, move over into the straight lane. Otherwise you will be squeezed by right turning traffic. If the traffic is too fast, and you are stuck in the right turning curb lane, dismount and walk across the intersection as a pedestrian. Resume cycling on the far side of the intersection.

It's always good to remember the basic approach to safety taught in the Can-Bike II course:

See  
Be Seen  
Be predictable

Stella Val

### **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:  
[Deborah.Wright@ottawa.ca](mailto:Deborah.Wright@ottawa.ca)

[www.knbc.ca](http://www.knbc.ca)