



President's Message

Spring 2005

It's Spring and if you have not already done so, it's time to get the bike out of storage, wipe off the dust, and give it a service.

Stella has planned a wonderful tour schedule, including some new overnight tours: Opinicon Lake, a round trip to Montreal, and in August, there will be a week-long trip to the Kitchener-Waterloo area.

One of the unsung heroes I want to mention in this newsletter is Penny Estabrooks who labours away on her computer keeping the club's web site up-to-date. Penny does a great job and we see the results because the number of hits on the web site keeps rising. Many people now discover the club through the web site. In fact, the number of hits on our web site in April 2005 was more than double the number in April 2004. Great job, Penny!

Another person who is very busy this time of the year is Ronald Simard. We keep him very busy processing all the membership applications and renewals - thanks, Ronald. And that gives me an opportunity to remind you that now is the time to renew your memberships. You can get the complete package from our website at www.knbc.ca and then click on "membership form".

Have a happy and safe cycling season - and see you on the rides.

Barrie Kirk

Upcoming Overnight Tours

Westport/Opinicon Lake
May 21 - 23, 2005

To date there are ten people signed up for this first overnight tour around scenic

Frontenac Provincial Park and the Opinicon Lake area. We will be staying at a Westport B&B for 2 nights, May 21 and 22. We've filled up the first B&B, the "Toy Box", and are working on the second, Rothwell's Stone Cottage. Both B&B's are on the lakefront. The Toy Box has a 50ft Canal boat anchored in front which I hope to have available for the "Wine Down time" before supper on the Saturday. Suppers will be in Westport village.

In early April, Tom Seniuk, Morie Malowany and I pre-cycled the Saturday tour around Frontenac Provincial park. This 109 km tour goes completely around Frontenac Provincial Park, starting in Westport - going to Godfrey, with lunch in Sydenham, continuing to Perth Road Village and back to Westport for supper. The loop is fully paved and very scenic, but difficult, so I'm adding a "Cruise Route option" which cuts out 10 km and 1/2 the hills.

Itinerary:

Day 1 - Sat. May 21, Tour #1

Frontenac Provincial Park Tour:

Check in the B&B and cycle from the B&B in Westport Village 10:30 AM. 100 or 109 km options L3 - a loop completely around Frontenac Provincial Park. Westport - Perth Road Village - Sydenham - Godfrey. Lunch in Sydenham. Supper in Westport. Fully paved and very scenic route.

Day 2 - Sun. May 22, Tour #2

Opinicon Road & Battersea tour: Chaffey's Locks - Elgin - Battersea - Inverary - Perth Road Village - Opinicon Road. Start from Elgin (south of Crosby) - 10:30 AM. 85km - L3 - Hilly - very scenic back roads (all paved but for 1 km of hard pack). Lunch in Battersea. Supper in Westport.

Day 3 - Mon. May 23, Tour #3

South Loop Tour, L2 - 60km.
Optional tour on the way home.



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Accommodations:

http://www.bbcanada.com/bb_search_results.cfm?searchon=westport&selector=location

If you wish to register for this tour, please call me at: Ph. 224-1147, or by e-mail at: dg.audette@sympatico.ca

Dave Audette

KNBC's Kingston Weekend Tour

June 17 - 19, 2005

This is an old favourite of the KNBC, which we have not done since June 2000.

Highlights of the weekend are:

- Cycle tour on Saturday across Wolfe Island and from Cape Vincent to Point Peninsular (NY State);
- Cycle tour on Sunday on Howe Island and to Gananoque waterfront for lunch;
- Evening walks, past many heritage buildings, to downtown area for dinner.

The ride on Saturday is about 85 km. Those not wanting to cycle that far will be able to shorten the tour, but remember there will be breaks when we ride the ferry. There are two short ferry rides required each way: the Wolfe Island ferry is free but there's a small cost for the ferry to the USA. Lunch on Saturday will be at a restaurant at Pointe Peninsular, or in Cape Vincent for those riding the shorter option. As usual, a picnic is an option, especially for those not wanting to cycle the whole distance. A map showing Kingston, Wolf Island, Cape Vincent and Point Peninsula is available at: <http://www.globisdata.ca/knbc/KingstonTour2005.html>.

Accommodation will be at Queen's University, Victoria Hall Residence in twin rooms with shared bathrooms. A whole wing with 15 double rooms and 3 single rooms has been blocked off for our group. We will be checking in on Fri., June 17 in

the evening and checking out on Sun., June 19 before leaving for the ride. The Accommodation rates for 2005 are as follows:

- Single Occupancy Rooms \$52.45 per person, per night, (\$58.74 incl. taxes);
- Double Occupancy Rooms \$32.70 per person, per night, (\$36.62 incl. taxes).

Breakfast is included with these rates. Parking in Queen's Permit Parking areas on main campus is free 5 p.m. - 8a.m. on weekdays and all day on Saturday and Sunday. Since we are staying on the weekend we will be fine to park on campus anytime after 5 p.m. on Friday for the rest of the weekend. Bed linen is provided and I believe towels are also provided, although you may want to supplement with one of your own.

If you wish to participate, please contact:

Conference & Hospitality Services
Queen's University, Victoria Hall
Kingston, ON K7L 3N8

Tel. No. (613) 533-2223

Fax No. (613) 533-6624

Please provide the following information: the name of our group (KNBC), your name (and roommate's name), mailing address, phone number, email address, credit card number to guarantee reservation.

Once you have made your reservation, please let me know that you are going so I can plan for restaurants etc. I will then contact you about last minute details such as a meeting time at the residence for those wishing to go out on Friday evening (around 8:30, assuming people try to arrive by 8:00.)

For more information please phone me, 225-8879 or e-mail me at: stella-val@rogers.com

Stella Val



KNBC Photo Contest

Like to take pictures while on KNBC tours? The Publicity Committee invites you to enter the KNBC photo contest! The contest details are as follows:

- Categories of Best Scenery, Best Social, Funniest, and Best Overall while on a KNBC day or overnight tour;
- Photos to be submitted digitally whether taken with a digital camera or scanned from a print;
- Judging to be by the promotion committee at the wrap up meeting in the fall;
- Winning photos to be displayed on the KNBC website; modest prizes for the winning photos will be awarded.

To enter, submit photos to Don McIntosh at: damcntsh@aol.com

Good luck!

Tips from a Can-Bike II Course Instructor

Graydon Patterson, a Can-Bike II Instructor, offers the following cycling tips:

Road positioning: Although Can-Bike commonly teaches the "1 metre from curb" rule, this is merely a guideline; you should always ride as close as practicable to the traffic; 1 metre from passing cars is ideal.

Sharing the road: You can always tell how much room there is to share on

the road by watching where the position of a passing vehicle's left rear tire is, if it is close to the centre line, then you are probably riding in a good line; if the tire is too far in from the centre line, you have more room to move out from the curb or edge of the road.

Perception of danger from passing vehicles: Whilst many cyclists feel the need to get 'out of the way' of passing traffic, this in fact tends to put you in more danger. There have been no cyclists killed in Ottawa in the past 30 years that were hit while riding down the centre of a roadway! All cyclists have been killed while riding too close to the curb, on sidewalks, or on shoulders. There are two dangers from this practice:

1. If you are too far right, motorists actually will not see you at all; their tunnel vision, combined with internal distractions, too many signs, and them possibly looking for an address means you get missed completely. Get away from the curb and be seen!
2. Riding too far right sometimes tempts drivers, who already aren't sure how wide their vehicles are, to squeeze by you and hit you. Get away from the curb and don't let vehicles pass you when it is unsafe!

Mirrors and passing vehicles: Many cyclist feel more comfortable using a mirror to watch traffic behind them; while I cannot argue that knowing traffic conditions all around you is a good thing, a mirror can be very distracting and makes you second guess yourself. One helpful technique is to position yourself according to oncoming traffic. This may sound odd, but listen: If



there is no oncoming traffic, you can ride anywhere on the road and an overtaking vehicle can easily and safely pass you. The time to be concerned about road positioning is when there is oncoming traffic; now you know that if there is anyone behind you, they must pass between you and the oncoming traffic as well -therefore, position yourself in a place that makes you very visible to overtaking traffic (i.e. 1 metre from the traffic) and away from the curb or edge of the road; maintain this steady line to communicate to overtaking traffic what your intentions are.

Left turns: Many cyclists wait far too long to get themselves into a safe position to make a left turn. The lane or road width is fixed, no matter what side of the lane you ride on; there is just as much room for traffic to pass you on the left when your riding to the right as there is for traffic to pass you on the right when your to the left of the lane. So why wait till the last moment to move left? Start looking for opportunities to change lane position 1-2 blocks (1/2 km) or more; if you see a gap in traffic, take it and move left - overtaking traffic can pass you on the right with the same road space as passing you on the left. By taking advantage of better lane manoeuvre opportunities early you avoid rushing the turn, and can ride safer.

Bike lanes and turning vehicles: With the growing number of bike lanes showing up in Ottawa, mistakes by motorists in negotiating them is putting more cyclists at risk. A bicycle lane should be considered like a regular lane of traffic that has been shrunk down. Motor vehicles are not excluded from travelling in bike lanes (except for 2-3 odd locations); therefore, a motor vehicle turning right HAS to enter the bike lane to make the turn legally; any vehicle not turning right from as close as practicable to the curb or edge of the road is making an illegal right turn! Watch how

vehicles behave when they turn right across a bike lane, invariably all of them turn right from outside the bike lane. This is a bad thing! This tempts cyclists to pass on the right when it is not safe to do so, and doesn't communicate properly what the motorist is doing. When the motor vehicle enters the bike lane to turn right, the cyclist would know not to pass on the right; the cyclist can pass quite safely on the left by exiting the bike lane to go around the vehicle turning (provided you yield to traffic already in that lane). This same principle holds true for buses. Buses are even more dangerous as passengers can disembark right in front of you if the bus hasn't entered the bike lane to let off passengers.

Passing vehicles on the right: This is a contentious issue and one that invariable draws different opinions from experienced cyclists. This type of situations is also probably one of the most dangerous for cyclists, but doesn't usually involve a serious collision. A long line-up of motor vehicles occupies the road and there is a bike lane or space on the right to pass these cars, what should you do? My advice is simply to move left and pass all the stopped cars on the left. Passing on the rights poses several hazards: Some vehicles hug the curb (intentionally or not) thus not giving you room to pass, the cyclists then is tempted to weave in and out of traffic to get through. Even with a bike lane, motor vehicles can suddenly move to the right, or turn right, and strike you. With the congestion of traffic behind, a motorist has a very difficult time to see past the rear of his/her own vehicle. An oncoming vehicle may turn left across this stopped traffic, right in front of you. Again, the stopped vehicle that may have waved this turning vehicle through is likely not able to see you approaching; and the turning vehicle probably can't see you for the stopped cars your passing on the right. By passing on the left, you're plainly visible to overtaking



traffic and on-coming traffic.

By the way, the Highway Traffic Act rule that states slower moving traffic must move to the right applies to motor vehicles as well; slower moving motor vehicles (i.e. congested), by law, should be moving right and letting the faster moving traffic (the cyclists) pass safely on the left!

Cyclist fare best when they act and are treated like vehicular traffic.

Graydon Patterson
Can-Bike II Instructor

Good Advice

“Life is like cycling: in order to stay balanced, one must keep on moving.”

Author unknown
Submitted by Mesfin Mirothchie

Ottawa Cycling Plan

The City of Ottawa is developing a 20-year plan for cycling in Ottawa. The current status is that a draft Ottawa Cycling Plan has been prepared and released. This 192-page document is available by going to www.knbc.ca and following the links. The Plan outlines a comprehensive cycling network including roads with bicycle lanes, roads with paved shoulders and off-road paths. It also has a section on how Ottawa will become more bicycle friendly (one way would be though better bicycle parking facilities) and a section on “Outreach” including cycling education, encouragement, enforcement and even cycling tourism. The final section is on how the plan will be implemented.

The City has a Roads and Cycling Advisory Committee, which has a couple of

KNBC'ers on it, the chair is Diane Dupuis and KNBC is represented by Dave Audette, recently held a special meeting to hear feedback on the plan. Dave, Stella Val and Barrie Kirk reviewed the draft plan and Barrie and Stella made a presentation to the committee. The talk notes for this 5-minute presentation follow:

Overall, the plan is excellent. There is a good vision and it is comprehensive. KNBC strongly supports the plan and congratulates the team that developed it. However, there are a few areas where we suggest some fine-tuning.

First, the plan contains many implementation activities that are divided into short-term (the next 10 years) and long term (11 -20) phases. While we applaud the 20-year vision of the OCP, the next 10 years are not “short-term”. We recommend the plan focus more on the real short term and we recommend specific action items (what I call “early wins”) over the next 3-5 years. This short term phase would then be followed by medium term and long-term phases.

We have a couple of suggestions for the network cornerstone:

- *First, the new short-term phase that we are proposing should identify specific routes that would be designed and implemented in the next 3-5 years. We believe, for example that this should include some major East-West routes.*
- *Second, the plan correctly identifies the synergy of cycling and tourism. We believe the network should include routes to tourist destinations, and these routes should have signage that helps cycling tourists reach those destinations.*



Next, the outreach program identifies a number of audiences but misses a key one: the general public. We believe the OCP should be marketed to the public. As part of this, the Executive Summary of the OCP should be made widely available.

With respect to the budget, we have a number of comments:

- The plan's estimated cost is \$125 million. Of this, only \$7.4 million has been allocated to programming costs, or just under 6%. Many of these programs require a continuous source of funds in order to keep running. For example, the \$1.4 million for increased marketing, delivery and subsidising of Can-Bike courses over 19 years is only \$75,000 per year. I think we need to assign more money to programming costs as there is not much use of a plan without the tools to implement it.
- We were surprised at all the different sources of funding that are contemplated. A lot of work will be required to seek funding from all those organizations. Given the very exhaustive list of benefits, we will be both surprised and very disappointed if Council fails to see the wisdom of funding this plan at a little over \$6 million dollars per year.
- Linked to this, we did not see the current spending on cycling in the City of Ottawa. This would be a useful comparison.
- A fourth item on the budget is this: is it possible to develop a high-level quantitative business case? For example, if the City of Ottawa does not spend \$125 Million on the OCP over the next 20 years, can the plan define what it will cost for extra road lanes, buses, etc? We realize the difficulty in developing an analysis of this type, but

it would be very beneficial in selling the plan to Council.

To conclude, KNBC strongly supports this plan and we recommend that Council adopts it and provides all the required funding.

Barry Kirk
Stella Val

Roads and Cycling Advisory Committee - Moving Forward

In December 2003, the Cycling Advisory Committee was eliminated, and the former Transportation Advisory Committee was split into two new advisory committees – Roads and Cycling, and Pedestrian and Transit – with a proviso that these new advisory committees not cost more than a single advisory committee. Thus each of these advisory committees is only permitted to have six staff-supported meetings per calendar year. When the terms of reference were approved in April 2004, there was also a directive from Transportation Committee to evaluate both advisory committees after one year. The evaluation is currently underway and a report to Transportation Committee is expected this spring. However, the Roads and Cycling Advisory Committee (RCAC) believes all advisory committees deserve to be treated equally and we are making our case for full-committee status.

The committee overcame these challenges and obstacles and is moving forward. RCAC has developed a modest work plan for this year incorporating the roads component of our mandate. Work plan highlights include:

- An evaluation of the Byward Market Supervised Bicycle Parking Facility;
- A history of cycling as the City celebrates 150 years;



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- An initiative to have supervised bicycle parking available at events where there are more than 2,000 attendees;
- Partnering with Ottawa Police Services and Citizens for Safe Cycling on a campaign to reduce sidewalk cycling in our community;
- Developing and distributing a committee informational brochure; and
- Our on-going participation in selecting the Bruce Timmerman award recipients.

A report on Electric Assisted Bicycles has been completed and will be going to Transportation Committee in early April.

The city of Ottawa budget, which was approved in early February, contains many positives for cyclists, such as: approval to begin constructing the Rideau Canal Pedestrian Bridge, a modest increase in dedicated cycling funds, continued funding of the cycling promotion and cycling education programs and a nominal reinstatement of work plan funding for advisory committees. While there is still room for improvement, it is important to celebrate the small victories as they occur.

The cycling plan draft report was tabled at the March 21 RCAC meeting. In collaboration with staff, a special meeting with presentations from the public was held on Thursday, April 7 on the draft report. A report based on feedback from cyclists in the community, including KNBC (see previous article) will now be submitted to Transportation Committee.

At present, RCAC has two active subcommittees: Safety and Education, and Infrastructure. The Safety and Education Subcommittee meets at 7:00pm on the first Tuesday of the month in the Billings room at City Hall. The Infrastructure Subcommittee meets at 6:30pm on the first Wednesday of the month in the Billings room at City Hall. There are no meetings scheduled for either

subcommittee in the months of July, August and December.

RCAC will be taking two road trips this year. Our first road trip is scheduled for the May 16 meeting in the Riverside South Fire Hall. Ward councillor Diane Deans has confirmed her attendance for this meeting. Our second road trip is scheduled for the July 18 meeting and will be held in Ben Franklin Place. In addition to the aforementioned meetings for May and July, the remainder of this year's meetings is scheduled for September and November in the Colonel By room at City Hall. There will be a special meeting on October 17 to present the Bruce Timmermans awards. All RCAC meetings start at 7:00pm. Additional meetings will be scheduled based on the evaluation recommendations.

Agendas, minutes and other relevant Committee documents can be obtained from the City of Ottawa's website http://www.ottawa.ca/city_council/index_en.shtml. To obtain information on the Roads and Cycling Advisory Committee or any of the subcommittees contact Stephanie Brown-Bellefeuille, Roads and Cycling Committee Coordinator at Stephanie.Brown@ottawa.ca

Have a great cycling season!

Diane E. Dupuis
Chair, Roads and Cycling Advisory
Committee

KNBC Song

One more reason you should never miss the winter social; you just never know what sort of entertainment you may miss! For those who missed the live performance, here is a written version of Don's KNBC Song (sung to the tune of "Glory, Glory Halleluia" otherwise known as "John Brown's Body"):



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*We're the Kanata Nepean Bicycle Club
We ride bikes far and near
We ride, we chat, we ride some more
And then we drink some beer
Sometimes we are ambitious
But we're social have no fear
With Barrie at the lead.*

*Don't forget that Barrie's spelt
B, A, double R, I, E
And Morie thinks a sag wagon's neat
No it isn't, yes it is, no it isn't
The tours that take us far and wide
Are levels one two and three
And Stella's riding sweep.*

*Glory, glory how peculiar
A social club that likes to meet
Way out of town by bike
We have a helpful, social style
But if you're competitive
There are other clubs within the bounds
Of the city where we live.*

*A tip from Don for strong young men
If waiting is a pill
You put you hand on her bra strap
And push her up the hill
It really helps support the group
Besides I have a hunch
You'll get in good with her and her friends
And chat 'em up at lunch.*

*How come the leaves are rustling?
Oh Mesfin just went by
He likes his pedal cadence more
Than lunch with apple pie
And Gerry and Sue who met through us
Their marriage must be great
Because we haven't seen then since*

*Glory, glory how peculiar
A social club that likes to meet
Way out of town by bike
We have a helpful, social style
But if you're competitive
There are other clubs within the bounds
Of the city where we live.*

*Last year it did occur to us
To be in a fret*

*Perhaps without insurance
Leaders would be hard to get
They'd sure want to protect their house
And their life savings too
So we called the O.C.A.*

*We filled out all the forms required
So insured we would be
And then filled out some more and more
And all this sure ain't free
So now we're subject to less risk
But subject to some rules
Those of the O.C.A.*

*Glory, glory how peculiar
A social club that likes to meet
Way out of town by bike
We have a helpful, social style
But if you're competitive
There are other clubs within the bounds
Of the city where we live.*

*I went on one of Ronald's tours
New knowledge I did seize
There are many back routes from A to B
And they all have bakeries.
And Christine spends a lot of time
On jets from east to west
And from west to east
From east to west and
From east to west to east.*

*Well other clubs refer to us
As the munchy scrunchy bunch
We munch a lot I know, it's true
But in what way do we scrunch?
It seems they think we ride our bikes
On gravel roads a lot
But a member is rare who really likes
a road that ain't baby bum smooth.*

*Glory, glory how peculiar
A social club that likes to meet
Way out of town by bike
We have a helpful, social style
But if you're competitive
There are other clubs within the bounds
Of the city where we live.*

Don McIntosh



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From the Editor

Thank you to all our contributors for this edition. Special thanks to Mesfin for obtaining permission to publish Graydon Patterson's Cycling Tips.

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

Debbie Wright