

Kanata - Nepean



2 Winterburn Terrace, Nepean ON K2G 5W9

October, 2003

Annual General Meeting

Tuesday, November 11, 2003

at

Biagio's

1394 Richmond Road

(at intersection with Croydon)

Free Pizza at 6.30 p.m.

Meeting Starts at 7.30 p.m.

Of course, aside from having fun (which your scribe will miss unfortunately as he and the missus will be down South!), there is a serious side to the evening's business - namely, the election of the 2003-2004 executive. Whilst we will still take nominations from the floor, as in the past, we also have a full slate of candidates already, which is:

President: Barrie Kirk

Secretary: Maureen Edwards

Treasurer: Iris Krajcarski

Newsletter: Debbie Wright

Publicity: Don McIntosh

Web Site: Penny Estabrooks

Membership: Ronald Simard

Tours and Brochures: Stella Val

Directors at Large: Doug Gilchrist, Christine Walton

Our President will happily receive any additional nominations prior to the AGM, however, before you phone Barrie at 592-6672 (or e-mail him at bkirk@globisdata.ca), please check with the person to find out if he/she has any interest in the position!

Brooke Keneford

KNBC subsidizes Emergency First Aid and CPR course for tour leaders

Saint John Ambulance offers a one day first aid course for those who need basic knowledge and skills. The course meets Ontario's Workplace Safety and Insurance Board requirements for workplace first aid in companies with 1 to 5 workers and the Canada Labour Code's basic first aid requirements. Successful completion of the course would certify you for three years. At the KNBC executive meeting in August it was decided that the course would be subsidized by a bit better than 50% for tour leaders who would like to take it. Note that to be considered a tour leader for these purposes, you must have led at least two of our tours in the preceeding or current calendar year.

Course topics include:

- Emergency Scene Management
- Artificial Respiration
- Choking
- Wounds and Bleeding
- Shock and Fainting
- One-Rescuer CPR
- Heart Attack and Strokes
- Medical Conditions (Diabetes, Asthma, Epilepsy, Anaphylaxis)

For more information about the course, have a look at the Federal District Saint John Ambulance website. Once there, click on Health and Safety Training courses to view a new page. When you're viewing it, scroll down to the First Aid Courses list and click on Emergency with CPR A to view the course information.

To sign up, or for information not on the above mentioned web site, contact Stella by e-mail at Stella_Val@ocdsb.edu.on.ca.

KNBC subsidizes CAN-BIKE 2 course for tour leaders

This 50% subsidy will continue in 2003. Dennis Langevin and four other tour leaders have taken the course so far. Dennis says the course has significantly changed his style of riding, and given him more confidence and a greater feeling of safety and security. For a list of tour leaders who have completed their CAN-BIKE 2 training, see the news item below. Note that to be considered a tour leader for these purposes, you must have led at least two of our tours in the preceding or current calendar year. For more information on the CAN-BIKE 2 courses see the CAN-BIKE course page of Citizens for Safe Cycling's website.

If you are a tour leader and are interested in the CAN-BIKE 2 courses, please contact Stella by e-mail.

Congratulations to CAN-BIKE 2 graduates Susan, Stella, Dennis, Chirstine and Barrie

Congratulations to Susan Monaghan, Stella Val, Dennis Langevin, Christine Walton and Barrie Kirk, KNBC tour leaders who have completed and passed the CAN-BIKE 2 course.

KNBC Challenge 2003 - How much club ride distance did you achieve?

Now's the time to send me your totals for the KNBC Challenge. As you will remember, I sent out a challenge to all members, at the beginning of the season, to see who could cycle the most kilometres on KNBC rides in 2003. I know some of you have been recording your distances, and I am looking forward to hearing about them. Please send me your total kilometres cycled by e-mail - those receiving awards will be asked to send me their record sheets so I can see which rides you went on. I'm looking forward to seeing everyone on November 11. I really enjoyed many rides this year, and I know there were lots of great rides that I missed. I will be asking everyone what their favourite ride was this season, so start thinking!

Keep pedalling everyone....*Stella Val, Tour Director*

Ottawa Cycling Advisory Committee Update **by Diane Dupuis, Chair, OCAC**

This is the first in a series of updates that OCAC plan to submit to the KNBC Newsletter outlining the committee's activities.

General committee activities — Highlights

What follows is an overview of the OCAC's activities in support of our mandate, which is to provide advice to Ottawa City Council and its Departments, on issues that have an impact on a citizen's ability to cycle in Ottawa.

In February, members of OCAC made a presentation to the city's Planning and Development Committee on the January draft of the Official Plan. The documents can be viewed at <http://ottawa.ca/calendar/ottawa/citycouncil/a-cac/2003/02-17/opcover.htm>.

In May the committee made a submission on the Transportation Master Plan. OCAC's Planning and Evaluation Subcommittee will continue to monitor the progress of these plans.

In March, the committee gave its approval to cover the printing costs for a brochure on the dangers of sidewalk cycling that Citizens for Safe Cycling developed. The brochure is available at community police centres, community centres and other public venues around the city.

In April, the committee submitted a report on minimizing disruptions to cycling during national capital events. This report will be subject to approval by Transportation and Transit Committee at a date to be determined. Anyone interested can view the report at <http://ottawa.ca/calendar/ottawa/citycouncil/a-cac/2003/04-14/ACS2003-CCV-CAC-0005.htm>.

In May our meeting was held in Manotick. Several members of the committee cycled out to the meeting. Boomer Throop made a presentation on the Ride to Survive, an initiative to link active, healthy lifestyles with cancer prevention.

In June a joint city staff and OCAC committee selected the consultants who will be undertaking the work of the cycling plan. The city has requested that OCAC work closely with them on the cycling plan. Thus, a large portion of OCAC's work from now until the end of March 2004 will be focused on the cycling plan.

Our July meeting was held at Fire Station #64 in Carp and committee members cycled to the meeting venue. West Carleton Ward councillor Dwight Eastman made a presentation on cycling in his area of the city and representatives from the People Services Department made a presentation on the physical and environmental health and fitness benefits of cycling. There was a great article in the *West Carleton Review* following the meeting.

Our September meeting will feature a joint presentation by Jerry Thomas, Program

Coordinator, on the Integrated Road Safety Program and S/Sgt Rick Lavigne, on the Ottawa Police Traffic Enforcement Initiative.

Subcommittee activities — Highlights

The **Education and Enforcement Subcommittee** is working with city staff, Citizens for Safe Cycling and the Ottawa Police on a campaign to increase awareness of the dangers of sidewalk cycling and has also developed an inventory of available cycling education and training. The report can be viewed at <http://ottawa.ca/calendar/ottawa/citycouncil/a-cac/2003/04-14/agendaindex20.htm>.

The **Bicycle Parking Improvement Subcommittee** submitted a report on bicycle parking at city run facilities to the May meeting. The report recommendations are subject to Transportation and Transit Committee approval at a date to be determined. The report can be viewed at <http://ottawa.ca/calendar/ottawa/citycouncil/a-cac/2003/04-14/ACS2003-CCV-CAC-0007.htm>.

The Cycling Plan

Work on the new cycling plan is under way. At our June meeting, OCAC established a working group to determine the best way to work with staff and the consultants on this extremely important undertaking. OCAC will be hosting a public consultation on the cycling plan in April 2004 and is in the process of contacting stakeholders in the cycling community to organize this consultation. The cycling community will be kept informed as information becomes available.

How to Get Involved

Members of the public are encouraged to get involved with a Cycling Advisory Committee subcommittee. Stella Val chairs the Education and Enforcement Subcommittee; and chairs the Planning and Evaluation Subcommittee. In addition, committee members are participating in various Public Advisory Committees, Environmental Assessments and Technical Advisory Committees encompassing a wide range of projects that have an impact on cycling in the city. As well we have a number of *ad hoc* committees and working groups that work on specific issues within a specific time line.

Our monthly meetings are open to the public. We meet the third Monday of every month except when the day falls on a statutory holiday and we then meet the Monday prior. Meetings start at 7:00 p.m. and are held in the Colonel By room at City Hall. We have at least two meetings per year in a location outside city hall. Our agendas and minutes are posted on the city's website http://www.ottawa.ca/city_council/index_en.shtml.

To obtain information on the Cycling Advisory Committee or any of the subcommittees contact Cycling Advisory Committee Coordinator at 580-2424, Ext. 21624 or Rosemary.Nelson@ottawa.ca.

And Now For Something Completely Different - a Couple of Great Tour Reports...

Around Lake Ontario in Two Weeks and a Bit

Early this Summer, realizing that Sandy and I were going to be temporarily homeless, we decided to do a cycling trip around Lake Ontario. I hit a couple of websites and found people who had done it in one week. Two weeks plus time to get to Kingston and back seemed quite leisurely.

The map shop at Parkdale and Wellington supplied us with the appropriate "Recreational Trail Maps" for the Ontario side. For the American side we had nothing although later I discovered that maps could have been ordered from *www.cyclotour.com*.

We made a couple of mistakes right at the start. We took along a tent plus sleeping gear. We actually camped much less than anticipated and we could have done without the extra weight. A second mistake was that we weren't really in good cycling shape. With all the time and effort which had gone into packing up our Kanata home, Sandy and I hadn't spent much time on the bicycle. We found the Canadian Shield between Westport and Kingston to be exhausting. By the time we made the residences at Queens University morale was low and it was only the second day.

From Kingston it was two ferry rides and a pleasant cycle across Wolfe Island and into New York State at Cape Vincent. The lady in the tourist office was most helpful and gave us a map of "The Seaway Trail". This trail is basically for motorists but, at least as far as Rochester, we found that it provided excellent cycling. The roads are smooth with wide paved shoulders. At least in early June, when we were on it, there was very little traffic. Sackett's Harbor, which has a nice state park for camping, is a jewel of a small town. However almost the entire trail, until just before Rochester, is a continuous series of hills. The hills are neither big nor steep, but they make for constant climbing and descending. Despite the effort required by all the ups and downs, Sandy and I found that the rolling hills, the green fields and the forests made for some very beautiful scenery.

In Ontario NY, just east of Rochester, one of the many friendly Americans we met on the trip suggested that instead of continuing along the lake shore that we head south to the Canalway Trail. There is a plan to build a bike path on top of the old towpath of the Erie Canal all the

way from Albany to Buffalo, but at the moment the longest completed section runs from just east of Rochester to just east of Niagara Falls NY. This is the section we took. It is not perfect; about ten kilometres of the trail just south of Rochester consists of old pavement with many cracks and roots. Also in the same section the signs are inadequate. At one time we found ourselves going into downtown Rochester on a trail we didn't want. Elsewhere a few places still had the last bit of construction being completed. Detour signs were non-existent; we had to find our own way. But these are quibbles. On the whole "The Erie Canal Heritage Trail" (to give its official name) is a marvellous thing. It comprises over 100 km of a perfectly flat, wide, fine stone dust trail. On one side there is the canal, on the other lovely forests and farmland. A number of times we were up on aqueducts and had a great view of the surrounding countryside. To top it off, at Adam's Basin, just west of Rochester, we found one of the best B and B's we have ever stayed in. Even the pancake syrup featured a bit of rum. The trail ends at Lockport with a steep but short climb up the Niagara Escarpment. West from Lockport we took Highway 31 into Niagara Falls NY. Perhaps because it was Sunday there was very little traffic and once again we enjoyed wide, paved shoulders. The downtown parts of the city were very depressing, but we got through quickly. Then it was across the Rainbow Bridge - 50 cents for bikes- and back into Canada.

Once in Niagara Falls Ontario, we turned left and headed along the beautiful Niagara Parkway toward Fort Erie. On the outskirts of Fort Erie we stayed at perhaps the junkiest campground we had ever seen. Downtown Fort Erie had little to offer but finally we found a West Indian restaurant with a most spirited hostess.

Heading west from Fort Erie, we found a perfect bike path. It is an old railway which has been nicely paved, furnished with rest areas and lined with trees which cut the headwind off Lake Erie. Unfortunately it ends 15 kms west of the town. One day it will be part of the Trans Canada Trail, but it appears that, at least in southern Ontario, much more of the trail has been proposed than actually built. The map makes little distinction between parts built and parts planned, a major weakness in what is otherwise an excellent series of cycling maps. In any case we were forced onto the country roads that lead into and out of Port Colborne. These roads are quiet, but they offer little protection against the headwind which seems to blow constantly off the lake. However with considerable effort we eventually made it to Dunnville, a nice little town on the Grand River near where it flows into Lake Erie.

North of Dunnville an excellent road, at right angles to the headwind, leads to the Niagara Escarpment just east of Hamilton. We followed the lovely ridge road into Hamilton. We were astonished to find vineyards well within the borders of the new amalgamated city. Then a steep descent took us down into "steeltown". Although some neighbourhoods near the mills are not beautiful, there was no problem getting past downtown. At the eastern limits of the city we found the world's least knowledgeable travel information officer. The young woman knew nothing about the Royal Botanical Gardens "because they are in Burlington" even though one

of the entrances to the gardens was only a thirty second walk from her office. However we made the walk and got our own information. The gardens were marvellous. In early June the lilac dell was an immense and fragrant jewel box. The irises were just coming into full flower. We even had a long and informative chat with one of the head gardeners.

Leaving Hamilton we made the biggest mistake of our trip. The map showed a waterfront trail running all the way to downtown Toronto. We set off with visions of a nice ride along the lake shore. Instead we found ourselves either on Highway 2 or on short narrow trails which meandered through parks. After much frustration we made it to our daughter's place in Toronto where we took a three day break.

We were informed that getting out of Toronto going east would be an even worse experience than the one we had coming into the city from the west. We decided to put discretion before valour. Saturday morning, before there was much traffic, we cycled to Union Station. Getting around the station with a fully loaded tandem was not easy, but eventually we made it onto a GO train. About thirty restful kilometres later we got off in Pickering and had an easy cycle to a friend's house in Whitby.

Once past Oshawa, we left the suburban sprawl, and the scenery got better and better. The roads were quiet with pleasant undulations rather than hills. Eventually we made it into Prince Edward County. After a night at Sandbanks, the one time we were really glad to have the tent, we headed toward the Glenora Ferry and Highway 33. We had never been on that road before and were surprised to discover that it is quiet and smooth. There were almost no cars until we were about 15 kms west of Kingston. In Kingston we camped on a breezy knoll in Park on the Lake and for the first time in two weeks were bothered by mosquitoes.

The next day we treated ourselves. Rather than go back through the Canadian Shield, we got on the VIA train to Brockville with the bike in the baggage car. Then it was an easy two stage ride back to Kanata by way of Merrickville.

In all we did 1320 kms in just over two weeks. Of course we could have done it much faster. We seldom did more than eighty kilometres a day. We took that break in Toronto. Going by way of the Erie Canal and the bit along Lake Erie added on some distance and time. However we felt no time pressures. If we were doing it again we would make a few changes. We wouldn't bother with the tent; it just added weight and there weren't that many conveniently located campsites. We would either be in better shape at the start of the trip or cycle to Brockville and then take the VIA train to Kingston. Above all we wouldn't attempt to cycle from Hamilton to Toronto but would put the bike on the GO train. However those changes made, we can recommend this trip without hesitation. You will see some beautiful bucolic scenery, enjoy some great cycling roads and trails and you are bound to meet some very nice people.

Phil Shea

Fitzroy Harbour, Trilliums and Tulips

It was the first sunny day that promised to be warm, after a chilly spring. The trees were in bud, everything was pale green, the woods were full of trilliums and the tulips at their peak in the gardens. Just a perfect day for the pretty views all the way to Fitzroy Provincial Park!

Ten of us met at Kanata Town Centre bright and early for the quick ride into Carp to meet the rest of the riders. A quick ride it was, thanks to the tail wind. We were in Carp with 10 minutes to spare after taking the Richardson Side Road and Carp Road route. The traffic was not too busy on the Carp Road – the only motorist to honk at us was Doug driving to meet us at Carp, and he was just being friendly.

Ten cyclists met us in Carp so there were 20 of us speeding up the Carp Road to Fitzroy Harbour with the wind pushing us all the way. Cycling was easy, the views very pleasant and what was more, it was a long weekend. After stopping at the General Store for cold drinks, we were soon in the park rearranging the picnic tables. We almost had the park to ourselves, just a few other people on the beach and a sea-plane on the water. It was not too hot, so no one took the plunge to go swimming.

We varied the return ride by crossing the hills and taking Woodkilton south-east for most of the way. This road has views of the Gatineau on the left; another pretty road! The Kanata group took Second Line Road, through woods and subdivisions and clocked 79 km. in total. The Carp group had to cross the hills again, on the Thomas Dolan Parkway and return to Carp under the expert leadership of Phil.

Beautiful views, nature at its best! I hope everyone enjoyed it as much as I did. Thanks for coming along.

Stella Val