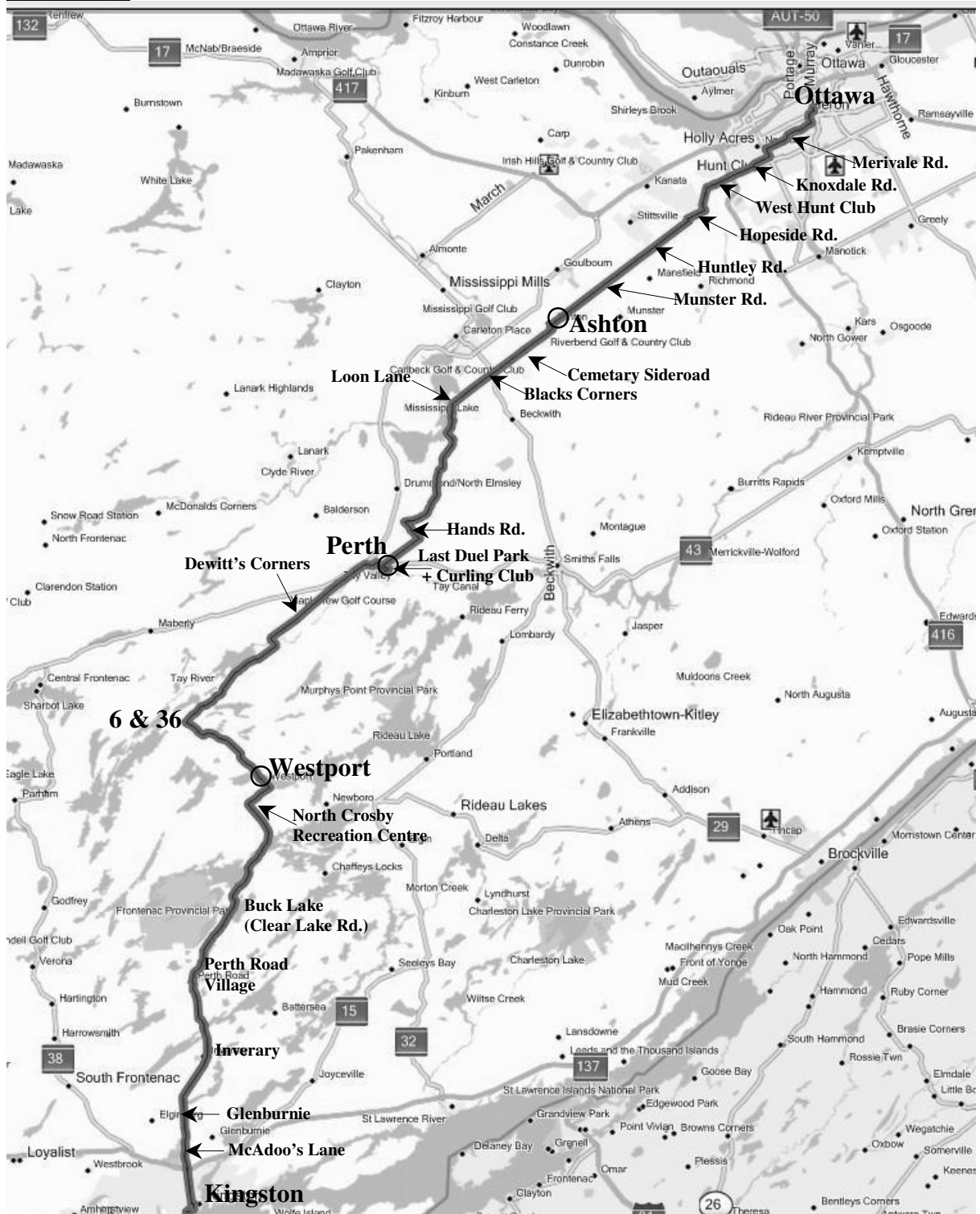


# Rideau Lakes Cycle Tour 2011: Communication Volunteer Event Overview

(June 11 & 12, 2011 – Saturday/Sunday)

## Route Map



## **Event Background**

Every year, the **Ottawa Bicycle Club (OBC)** organizes and runs the **Rideau Lakes Cycle Tour (RLCT)**. This is a one-weekend event in early June that has bicycle riders cycle from Carleton University in Ottawa to Queen's University in Kingston, and back, a round-trip distance of over 350 km. The outbound trip starts early on the Saturday morning departing from Carleton, and finishing at Queen's University later in the day. Riders stay overnight at Queen's, and return along the same route on the Sunday. There are four specified routes, of which two are supported by repair vehicles, communication and designated rest and refreshment stops. There can be as many as 2000 riders taking part in the RLCT, coming from across Canada and many other countries, with over 1000 on the supported routes. This event takes place rain or shine.

More information can be found about the RLCT at their website <http://www.ottawabicycleclub.ca/>

## **Communication Purpose**

Given the large number of riders, the range in departure time and variation in speed, the tour can be spread out over a great distance. Providing communication spanning the full distance of the tour enables the support team to co-ordinate, and to render assistance, to riders in need. With such a large number of riders and bicycles involved, it is inevitable that breakdowns and accidents will occur, and both do every year. Communication along the route enables accident location for emergency support, and the most effective deployment of the two repair vehicles to get bicycles repaired, and back on the road, as soon as possible. In addition, identification and tracking of the last rider enables the organizers to ensure that no rider is left behind. There may be other requests for communication related to riders dropping out, lost items, etc., as well. Persons participating in communication support are not there to provide any form of traffic control, or to enforce rules and regulation of the Ottawa Bicycle Club.

## **Communication Overview**

The communication services for this event are limited to the supported route, and are provided by radio amateur volunteers from Ottawa to Kingston. Overall communication co-ordination responsibility lies with VE3XKF (Keith Fish), who is an ex-officio member of the OBC executive. In addition, the responsibility for co-ordinating all matters pertaining to the pickup of riders needing assistance lies with VE3YSF (Sallie Fish), also an OBC executive ex-officio member. The Ottawa team's coverage zone goes from Carleton University to beyond Blacks Corners (between Franktown and Carleton Place along Hwy. 15).

## **Time Commitment**

Although each day the tour is an all day event for the riders, communication volunteers participate from three regional groups to cover the whole route (Ottawa, Lanark ARES and Frontenac ARES), so the time commitment required for each group is limited. For volunteers at the Ottawa end of the tour, participation is typically about 3 to 6 hours maximum during Saturday morning, and/or Sunday afternoon. As the event starts out from Ottawa on the Saturday, volunteers are needed at their assigned stations by 7:00 a.m. For the Sunday return trip, volunteers are expected to be at their stations by 12:00 p.m. Once the last cyclist passes by their station, a communications official will release that volunteer for the day.

## **Equipment Requirements**

It is not necessary that every communications volunteer have his or her own equipment, just an amateur radio license. Volunteers who do not have equipment will be paired with those who do. Those with equipment will need to be able to operate on 2 metre FM mobile, and the ability to monitor two 2m frequencies simultaneously (dual watch) is desirable, but not essential. A 50W transmit capability is ideal, but those with lower power can certainly be used as well.

## **Route Synopsis (Ottawa to Perth)**

The Classic Tour leaves Carleton U. via Colonel By Drive on Saturday morning, turns right onto Hog's Back/Meadowlands Drive and follows this to Woodroffe. It then turns left on Woodroffe and goes down to Knoxdale, where it turns right. Following Knoxdale to West Hunt Club, it turns right onto West Hunt Club and follows that to Richmond Rd., where it turns left. Richmond is followed a short distance to Hopeside. Hopeside is followed to Eagleson. There is a short jog on Eagleson to Flewellyn Rd. Flewellyn Rd. is followed all the way into Ashton. The tour leaves Ashton on the 9<sup>th</sup> Line, which it follows through Blacks Corners to Loon Lane. At Loon Lane the road changes into Tennyson Rd., which is followed to Hands Rd. A left on Hands Rd. takes the tour to county road 10. It turns right onto 10, which it follows into Perth.

## **Role of the volunteer**

Communication along the route enables general co-ordination, including the effective deployment of the repair vehicle, pickup (SAG) vehicles, and accident location for support. The roles of the volunteers are as follows:

- **Establish a station** at your assigned location. Find a suitable place to park/set up, and to ask for any permission that may be required (usually none needed).
- **Display your sign** in a location that will be visible to riders. A printable sign will be provided.
- **Be familiar with the route:** to track tour progress, and in case of redeployment (route maps available).
- **Support Communication Requests:** e.g. calls for repair vehicles, accident reporting, rider pickup requests, rider info. for cases of location-unknown riders, rider count past your post, lost item reports, etc. Typically, you will be approached by riders with such requests.
  - **Identify the rider's bib number**, when making requests. [No bib – no service!]
- **Identify the bib-numbers of the last riders past your station --** to ensure that no rider is left behind.
- **Watch for accidents/riders needing assistance** and report.
- **Supplementary:** In addition to providing communications, volunteers may be asked for: directions, the use of tools, band aids (for minor issues like blisters), to stay with people awaiting pickup, etc. – being able to accommodate such requests is a bonus.
- You are **NOT** there to provide any form of traffic control.
- You are **NOT** there to enforce rules and regulation of the Ottawa Bicycle Club.

## **Operations Summary**

- **Cell Phone Use:** We are in the age of the cell phone, and amateur radio is not the only method used for trouble reporting along the route. The riders have, in the past, been provided a cell phone number that will give them a direct line to Keith to report accidents/incidents. This year, the number will be picked up by Sallie in Admin1. In many cases, this will provide the quickest response to an emergency situation. However, many riders do not carry their cell phones with them, and coverage is inconsistent along the route. So, this form of reporting is often not dependable, and most reports do end up relying on the amateur radio support.
- **Communications co-ordinator (overall):** VE3XKF (Keith - tactical call "Repair 1").
- **Lanark ARES:** Lanark control is typically done from Westport using VE3KJG (Tactical Call: Westport Mountain)
- **Last rider location & radio station shutdown:** An Ottawa team control station will poll for regular rider counts, and last rider bib numbers. Permission will also be provided for shut down and departure.
- **OPP:** The OBC usually contracts OPP motorcycle police officers to patrol the route to provide Traffic Act enforcement (for both cyclist and motorists), and assist with emergencies.
- **Pickup and assistance for riders:** "SAG" ( Support And Gear) refers to vehicles that are used to transport riders/bikes as required. "SAG" can be used as a verb or noun, e.g. "a person has asked to be sagged", or "we have a sag request". There are two SAG vehicles (radio equipped): SAG1 & SAG2.
- **Repair:** Two mobile repair vehicles are generally in place for the tour
  - "Repair 1" is mobile with Tx/Rx capability on 2 metres
  - A Kunststadt Sports repair vehicle, which has been Rx-only in the past, will also respond to calls.
- **Rider Bibs -- No bib, no service policy:** Each registered rider will have a numbered bib. VE3YSF (Sallie in "Admin 1") will have a complete listing of all riders by name and bib number. Due to the number of non-registered riders who tag along, the OBC have decreed that **except in extreme emergency "no bib, no service"**.
- **Signs (Radio Stations):** You will be provided, in a separate printable file, a sign reading "Cycle Tour Radio Communications". Display one or more of these in visible locations for ease of identification.
- **Signs (Tour Route):** There will be directional signs placed along the route. The people who put these up or take them down are referred to as "Uppers" or "Downers" respectively (really!).
- **Tactical Calls:** Tactical call signs may be used during the tour to identify your location or function. Examples of such calls are "Repair 1", "Admin 1", "SAG 1", "Westport Mountain", Blacks Corners, etc.. **Remember to identify using your amateur radio call sign periodically, per the regulations.**

## **Repeaters/Frequencies**

Primary communications take place through 2 metre repeaters, as shown below. IRLP could be used to link the networks, but has not been effective in recent years. **In the extremely unlikely event of a failure of both the primary and backup repeaters, operators should revert to simplex communication on 146.520 MHz.**

### **Ottawa area**

**VE2CRA:** 146.940MHz (-), CTCSS 100.0 Hz, IRLP Node: 2040      Location: Camp Fortune north of Ottawa  
**Backup: VA3EMV/W:** 145.210 (-), CTCSS 123.0 Hz, no IRLP      Location: Stittsville area

### **Perth area**

**VE3KJG:** 146.640 MHz (-), no CTCSS, IRLP Node: 2947      Location: Lavant – north of Perth  
**VA3TEL:** 145.230 MHz (-), no CTCSS, (Radio linked to VE3KJG)      Location: Christie Lake

### **Kingston area**

**VE3FRG:** 146.805 (-), CTCSS 203.5 Hz, IRLP Node 2088      Location: Frontenac County south  
**Backup: VE3KBR:** 146.940MHz (-), CTCSS 151.4 Hz, IRLP Node: 2750 Location: (~ Kingston N. of 401)

## **Rider Knowledge of the Radio Operators**

Some riders seem unaware of who the radio operators are or what they are about. This is simply a case of them not reading the information provided. The route map that every registered rider receives as part of their package contains the following statement:

"The Amateur Radio Emergency Service (ARES) is once again providing communications services for the Rideau Lakes Cycle Tour. If you need a mechanic for bicycle repairs, or if you need sag wagon service because of injury or a health problem contact one of the radio vehicles or one of our tour volunteers. You will see us at Carleton University, at refreshment stops, along the route, in Perth and at Queen's University."

## **Rider Numbers**

For your information the 2008 rider figures were as follows (similar numbers in 2009/2010):  
Total registration, 2141: Challenge route 82; Classic 1250; Century 472; Cruise 249; Cancellations 88  
2053 departed from Carleton plus Perth (the Century route initiates from Perth) on Saturday.

## **Rider Road Behaviour**

Although the vast majority of riders exhibit good behaviour, there are always some who are less than ideal. The Ottawa Bicycle Club does issue notes to the riders highlighting this, and asking for their co-operation in making the tour go smoothly.

(NOTE: The following is included in the riders' confirmation package, on the website (to be read before being able to access the application form), in the newsletter and in other miscellaneous correspondence.)

“ATTENTION ALL RIDERS: In recent years, an increasing number of complaints have been received concerning the poor conduct of individuals and/or groups on the Tour. These complaints originate from town officials along the route, the Police, the public and even fellow riders.

They list instances where cyclists flout traffic laws, are inconsiderate or even hostile towards drivers, residents and other riders. Other cases involve acts of trespassing on private property, littering, foul language and inexcusable use of public and private areas as toilets.

This situation has reached the point where it puts the very existence of the Tour in jeopardy. While a few identifiable individuals or groups may be barred from future Tours, realistically, the organizers cannot control the behaviour of the majority of riders en route.

It is then up to you, fellow riders, to act and speak out when you witness objectionable conduct, on or off the bike. Only by applying this peer pressure will you ensure the continued existence and success of your Tour. “

The OBC (Ottawa Bicycle Club) have also stated that they will encourage the OPP escort officers and other police forces along the route to be more aggressive in enforcing the rules of the road.

## **Ottawa Station Information**

The following is a list of station locations and key related information.

**Note:** Perth (Last Duel Park) is a major rest stop for the riders, and the next one after/before Ashton. Riders are sometimes interested in knowing how far it is from where they are to the next rest stop etc.

<b>Approx. distances between locations (kms)</b>	<b>Carleton U</b>	<b>Merivale</b>	<b>Knoxdale</b>	<b>Hunt Club</b>	<b>Richmond</b>	<b>Hopeside</b>	<b>Eagleson</b>	<b>Huntley</b>	<b>Munster</b>	<b>Ashton</b>	<b>Cemetery Rd.</b>	<b>Blacks Corners</b>	<b>Loon Lane</b>	<b>Perth (Last Duel)</b>	<b>Westport</b>	<b>Queens U.</b>
<b>Carleton U</b>	0	6	11	15	17	19	21	27	34	40	45	49	59	78	120	177
<b>Merivale</b>	6	0	5	10	12	14	16	22	29	35	40	44	53	73	114	171
<b>Knoxdale</b>	11	5	0	4	6	8	10	16	23	29	34	38	48	67	109	166
<b>Hunt Club</b>	15	10	4	0	2	4	6	12	19	25	30	34	44	63	105	162
<b>Richmond</b>	17	12	6	2	0	2	4	10	17	23	28	32	41	61	103	160
<b>Hopeside</b>	19	14	8	4	2	0	2	8	15	21	26	30	39	59	101	158
<b>Eagleson</b>	21	16	10	6	4	2	0	6	13	19	24	28	37	57	99	156
<b>Huntley</b>	27	22	16	12	10	8	6	0	7	13	18	22	32	51	93	150
<b>Munster</b>	34	29	23	19	17	15	13	7	0	6	11	15	24	44	86	143
<b>Ashton</b>	40	35	29	25	23	21	19	13	6	0	5	9	18	38	80	137
<b>Cemetery Rd.</b>	45	40	34	30	28	26	24	18	11	5	0	4	14	33	75	132
<b>Blacks Corners</b>	49	44	38	34	32	30	28	22	15	9	4	0	10	29	71	128
<b>Loon Lane</b>	59	53	48	44	41	39	37	32	24	18	14	10	0	20	61	118
<b>Perth (Last Duel)</b>	78	73	67	63	61	59	57	51	44	38	33	29	20	0	42	99
<b>Westport</b>	120	114	109	105	103	101	99	93	86	80	75	71	61	42	0	57
<b>Queens U.</b>	177	171	166	162	160	158	156	150	143	137	132	128	118	99	57	0

### **Carleton University (Lat. & Long. N45 23 07.3 W75 41 36.5) Tactical Call: Carleton U**

Location detail: Note: Sunday mornings, Colonel By Drive is often closed for recreational use (access Carleton U via Bronson Ave.) Near Norm Fenn Gymnasium

Purpose: Start and finish of the tour. Particularly at the finish this is an important site for co-ordinating with the OBC officials. On Saturday, the mobile units start from Carleton U.

Nearest public washroom: Carleton U.

### **Merivale Rd. @ Meadowlands (Lat. & Long. N45 21 01.8 W75 44 01.4) Tactical Call: Merivale**

Location (**Saturday**): Parking lot on NW corner of intersection opposite the Stay Organized store

Location (**Sunday**): Parking lot on SW corner of intersection of the Esso station (Meadowlands side)

Purpose: Safety and tour coverage. First/last radio support point along the route.

Nearest public washroom: Tim Horton's on N.E. corner of intersection + other restaurants nearby

### **Knoxdale Rd. @ West Hunt Club (Lat. & Long. N45 19 23.8 W75 46 21.0) Tactical Call: Knoxdale**

Location detail: Super Dome (191 Knoxdale Rd.) parking lot adjacent to Knoxdale Rd.

Purpose: Safety and coverage. This is a high traffic area.

Location of nearest public washroom: Super Dome washrooms ? + Tim Hortons on Greenbank (see below)

### **West Hunt Club @ Stony Swamp P11 (Lat. & Long. N45 18 24.2 W75 49 00.8) Tactical Call: Hunt Club**

Location detail: Stony Swamp Parking Lot 11 on south side of West Hunt Club, 1.7 km west of Cedarview Rd. (Park out of the way of traffic – on grass beside stop sign is one possibility.)

Purpose: Coverage. Decent visibility up and down the road, which bends beyond to the west

Nearest public washroom: Tim Hortons on Greenback north of Hunt Club opposite police station + P11 outhouse

### **Richmond Rd. @ Stony Swamp P6 (Lat. & Long. N45 17 40.1 W75 50 04.5) Tactical Call: Richmond**

Location detail: Pull off opposite Stony Swamp Parking Lot 6 (Richmond Rd. about 0.7 km south of West Hunt Club)

Purpose: Coverage. Coverage -- decent visibility up and down the road.

Nearest public washroom: McDonald's at Stonehaven and Richmond Rd. (1.6 km away)

**Hopeside Rd. (Lat. & Long. N45 16 34.2 W75 50 17.5) Tactical Call: Hopeside**  
Location detail: Hopeside Rd. (pull off at Bell Hut – white metal structure) – also alternate possibilities  
Purpose: Coverage. About half way to Ashton. Excellent visibility.  
Nearest public washroom: McDonald's at Stonehaven and Richmond Rd. (0.7 km away)

**Eagleson Rd. @ Flewellyn Rd. (Lat. & Long. N45 16 07.7 W75 51 26.9) Tactical Call: Eagleson**  
Location detail (**Saturday**): Gravel pull-off about 100m south of Hopeside Rd. on Eagleson (west side)  
Location detail (**Sunday**): Gravel pull-off about 100m south of Hopeside Rd. on Eagleson (east side)  
Purpose: Coverage to ensure no problems at Eagleson/Flewellyn junction – not visible from Hopeside.  
Nearest public washroom: McDonald's at Stonehaven and Richmond Rd. (2.6 km away)

**Huntley Rd. @ Flewellyn Rd. (Lat. & Long. N45 14 05.8 W75 54 24.4) Tactical Call: Huntley**  
Location detail (**Saturday**): NW corner of intersection in front of the brown Bell Canada box  
Location detail (**Sunday**): Pull-off onto the grass area on the SW corner of the intersection  
Purpose: Coverage – about half way between Hopeside and Ashton  
Nearest public washroom: Tim Hortons in Stittsville (north end of town) 4.4 km from Flewellyn

**Munster Rd. @ Flewellyn Rd. (Lat. & Long. N45 11 35.0 W75 58 26.8) Tactical Call: Munster**  
Location detail: SW corner of the intersection. Pull-off area in front of metal gates joined by chain  
Purpose: Coverage – about half way between Huntley and Ashton  
Nearest public washroom: Ashton Community Centre – see below

**Ashton Community Centre (Lat. & Long. N45 09 29.8 W76 01 47.5) Tactical Call: Ashton**  
Location detail: Ashton Community Centre (parking area + field + block building) – in Ashton on Flewellyn Rd. (south side) Note: Flewellyn goes straight into Ashton, but the road curves around Ashton changing names from Flewellyn to Ormrod to Ashton Station Rd. to the north of Ashton.  
Purpose: Official rest stop. Key support point with a lot of bicycle traffic.  
Nearest public washroom: On-site Johnny's-on-the-spot + washroom in the block building

**Cemetery Sideroad. @ 9<sup>th</sup> Line (Lat. & Long. N45 07 54 W76 04 03) Tactical Call: Cemetery Rd.**  
Location detail: On shoulder of Cemetery Sideroad, just off of the 9<sup>th</sup> Concession  
Purpose: Challenge Tour Rider Count on Cemetery Sideroad. The Challenge tour riders leave the 9<sup>th</sup> Concession and follow Cemetery Sideroad on the Saturday, and do the reverse on the Sunday.  
Nearest public washroom: Ashton Community Centre – see above

**Blacks Corners (Lat. & Long. N45 06 26.1 W76 06 19.7) Tactical Call: Blacks Corners**  
Location detail: 9<sup>th</sup> Line (also called 9<sup>th</sup> Concession) & Hwy 15 -- Beckwith Township Municipal Offices - Parking beside mailboxes is one option  
Purpose: Coverage and safety. Highway intersection.  
Nearest public washroom: May be able to use washroom at gas station across the road if you ask nicely.  
Alternate: Carleton Place, about a 10 minute drive north of Blacks Corners (Tim Hortons etc. on north side of Hwy. 7 just east of Hwy. 15). Or Ashton Community Centre – see above.

**Loon Lane @ 9<sup>th</sup> Line (Lat. & Long. N45 02 34.7 W76 09 58.2) Tactical Call: Loon Lane**  
Location detail: Loon Lane @ 9<sup>th</sup> Concession where it becomes Tennyson Rd. There is a wide shoulder area where Loon Lane joins the main road. Easy to pull off and back in. This should provide good visibility of riders in both directions. (9.4 km west of Hwy. 15 at Blacks Corners along the 9<sup>th</sup> Concession)  
Purpose: Coverage over a long section between Blacks Corners and Hands Rd. where the Lanark team picks up the support.  
Nearest public washroom: Perth (Last Duel Park + restaurants in town, Tim Hortons on Hwy 7 (west end of Perth on the south side of the road))