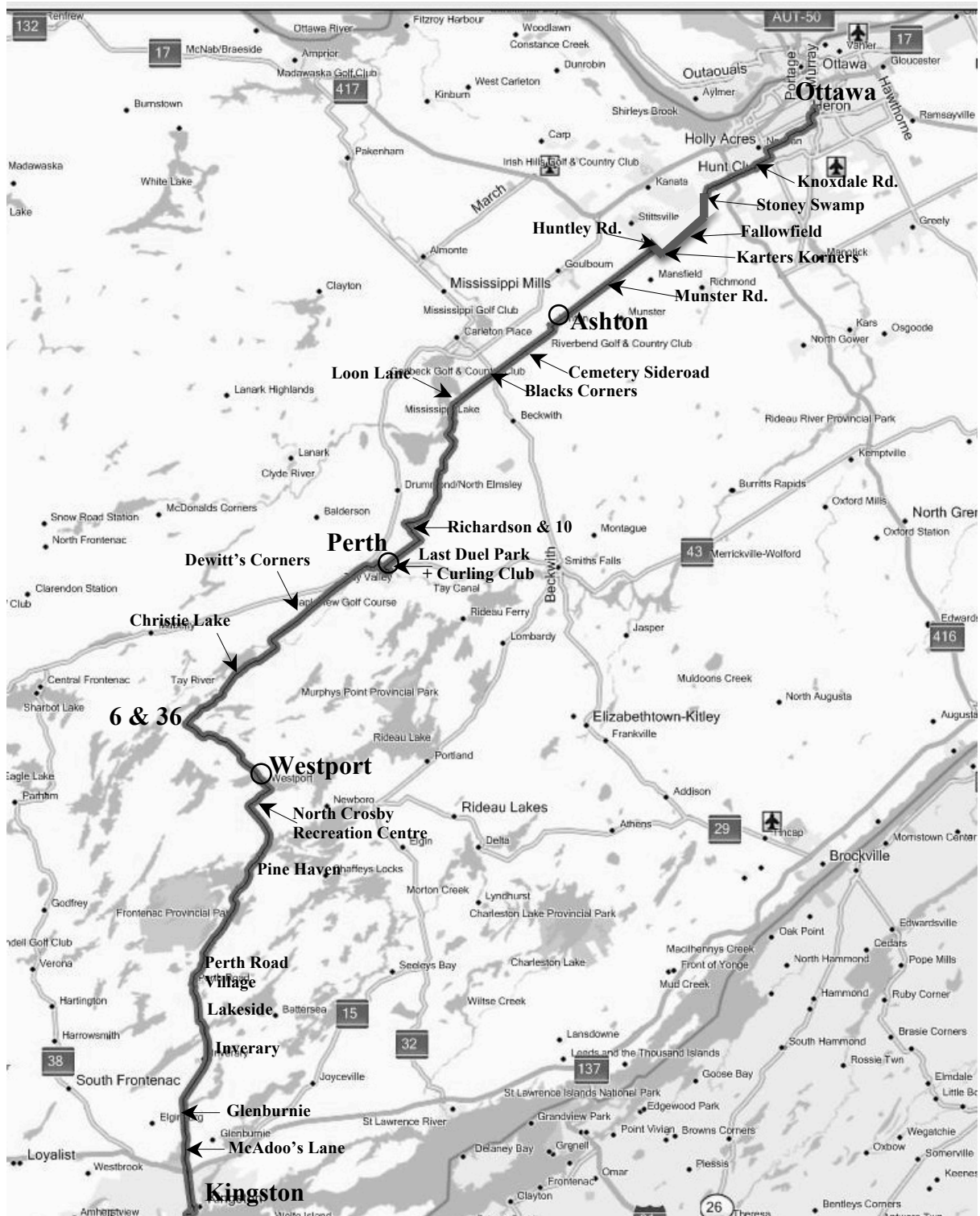


# Rideau Lakes Cycle Tour: Communication Volunteer Event Overview

**(June 7 & 8, 2014 – 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 Algonquin College in 2014 (previously from Carleton University) in Ottawa to Queen's University in Kingston, and back, a round-trip distance of over 340 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 VE3IHI (Rick Furniss), who works with the OBC executive. The Ottawa team's coverage zone goes from Carleton University to about 10 km west of Blacks Corners, which is south of Carleton Place on Highway 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 EMRG/ARES, Lanark ARES and Frontenac ARES), so the time commitment required for each group is constrained. 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, most volunteers are needed at their assigned stations by 7:00 a.m. For the Sunday return trip, most volunteers are expected to be at their stations by 11:00 a.m. Once the last cyclist passes by their station, a communications official (usually via net control) 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 or fixed portable. While the ability to monitor two 2m frequencies simultaneously (dual watch) is desirable, it is not essential. A 50W transmit capability is ideal, but those with lower power can certainly be used as well.

## **Route Synopsis (Ottawa to Perth) \*\*\* Changed in 2013 due to construction – 2014 TBD**

*The Classic Tour leaves Algonquin College via Woodroffe Avenue and proceeds south toward West Hunt Club, where it turns right, and follows that to Richmond Rd. At Old Richmond Rd. it turns left continues on to Fallowfield Rd, passing through the village of Fallowfield along the way. At Fallowfield Rd. the route goes to the right, and follows Fallowfield along until Huntley Rd. At Huntley, it turns right and goes up to Flewellyn Rd., where it turns left, and follows that 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 Macphails Rd. where it goes left, and this takes the tour a short while later into Perth.*

Note: The Ottawa Bicycle Club has provide detailed route instructions and maps at the following internet addresses, for reference.

Classic Route (Ottawa to Kingston- Saturday) <http://ridewithgps.com/routes/2304358>

Classic Route (Kingston to Ottawa - Sunday) <http://ridewithgps.com/routes/2304483>

## **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, 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.
- **Identify to Net Control when the various mobiles visit/pass your location** (if you are able to identify them).
- **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 OBC management to report accidents/incidents. 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):** VE3IHI (Rick Furniss)
- **Ottawa Control:** All amateur radio communications for the event will take place via a controlled net on repeaters designated in this document. Net start times: Sat. 7:00 a.m.; Sun. 11:00 a.m.
- **Lanark ARES:** Lanark control is typically done from Westport using VE3KJG (Tactical Call: Westport Mountain)
- **Lanark "Bridge":** One station on the Ottawa side is designated as a "bridging" station. This station will monitor the Lanark net to pass any traffic destined to the Ottawa net. Any location that provides good reliable communication into both nets is suitable for this purpose, but the optimal locations tend to be between Hopeside Road and Blacks Corners.
- **Last rider location & radio station shutdown:** Ottawa Control will coordinate operations and provide permission for shut down and departure.
- **OBC Mobiles:** There are seven Ottawa Bicycle Club support mobiles that travel the route. They are designated with tactical calls as follows: SAG 1 and SAG 2 (see Pickup and assistance for riders – below); Repair 1, Repair 2 and Repair 3 (see Repair – below); and Admin 1 plus Ops 1. The latter two carry the route manager and the overall OBC tour coordinator respectively. Ops 1 is our primary interface into the OBC. All but Repair 2 travel with amateur radio operators. Repair 2 is Rx-only (see Repair).
- **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 vans (radio equipped): SAG1 & SAG2.
- **Repair:** Two mobile repair vans are generally in place for the tour
  - "Repair 1" is usually mobile with Tx/Rx capability on 2 metres

- “Repair 2” is Rx-only and responds to direction from net control. Although the communication is open loop, it has worked fairly effectively in the past.
- **Rider Bibs -- No bib, no service policy:** Each registered rider will have a numbered bib. 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.**
- **APRS** is sometimes installed temporarily on the OBC mobiles to allow for position tracking during the event.

## **Repeaters/Frequencies**

Primary communications take place through 2 metre repeaters, as shown below. **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 EMRG/ARES**

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

### **Lanark ARES**

**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

### **Frontenac ARES**

**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**

Typically, there are about 2000 riders engaged in the tour. For reference, the 2008 rider figures were as follows (similar numbers in 2009/2010/2011/2012):

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 typical of what 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 for 2013. (To be updated for 2014)

Approx. distances between locations (kms)	Algonquin	Knoxdale	Stoney Swamp	Fallowfield	Karters Korers	Huntley	Munster	Ashton	Cemetery Rd.	Blacks Corners	Loon Lane	Richardson @ 10	Perth (Last Duel)	Dewitts Corners	Christie Lake	6 & 36	Westport	North Crosby	Pine Haven	Perth Road Village	Lakeside	Inverary	Glenburnie	MacDoo's Lane	Queen's U.
Algonquin	0.0	5.1	11.2	17.5	22.0	23.5	30.5	36.4	41.0	44.9	54.2	66.0	75.6	88.8	98.4	106.0	115.0	120.0	133.0	144.8	151.0	154.5	162.5	167.3	173.9
Knoxdale	5.1	0	6	12	17	18	25	31	36	40	49	61	71	84	93	101	110	115	128	140	146	149	157	162	169
Stoney Swamp	11.2	6	0	6	11	12	19	25	30	34	43	55	64	78	87	95	104	109	122	134	140	143	151	156	163
Fallowfield	17.5	12	6	0	5	6	13	19	24	27	37	49	58	71	81	89	98	103	116	127	134	137	145	150	156
Karters Korers	22.0	17	11	5	0	2	9	14	19	23	32	44	54	67	76	84	93	98	111	123	129	133	141	145	152
Huntley	23.5	18	12	6	2	0	7	13	18	21	31	43	52	65	75	83	92	97	110	121	128	131	139	144	150
Munster	30.5	25	19	13	9	7	0	6	11	14	24	36	45	58	68	76	85	90	103	114	121	124	132	137	143
Ashton	36.4	31	25	19	14	13	6	0	5	9	18	30	39	52	62	70	79	84	97	108	115	118	126	131	138
Cemetery Rd.	41.0	36	30	24	19	18	11	5	0	4	13	25	35	48	57	65	74	79	92	104	110	114	122	126	133
Blacks Corners	44.9	40	34	27	23	21	14	9	4	0	9	21	31	44	54	61	70	75	88	100	106	110	118	122	129
Loon Lane	54.2	49	43	37	32	31	24	18	13	9	0	12	21	35	44	52	61	66	79	91	97	100	108	113	120
Richardson @ 10	66.0	61	55	49	44	43	36	30	25	21	12	0	10	23	32	40	49	54	67	79	85	89	97	101	108
Perth (Last Duel)	75.6	71	64	58	54	52	45	39	35	31	21	10	0	13	23	30	39	44	57	69	75	79	87	92	98
Dewitts Corners	88.8	84	78	71	67	65	58	52	48	44	35	23	13	0	10	17	26	31	44	56	62	66	74	79	85
Christie Lake	98.4	93	87	81	76	75	68	62	57	54	44	32	23	10	0	8	17	22	35	46	53	56	64	69	76
6 & 36	106.0	101	95	89	84	83	76	70	65	61	52	40	30	17	8	0	9	14	27	39	45	49	57	61	68
Westport	115.0	110	104	98	93	92	85	79	74	70	61	49	39	26	17	9	0	5	18	30	36	40	48	52	59
North Crosby	120.0	115	109	103	98	97	90	84	79	75	66	54	44	31	22	14	5	0	13	25	31	35	43	47	54
Pine Haven	133.0	128	122	116	111	110	103	97	92	88	79	67	57	44	35	27	18	13	0	12	18	22	30	34	41
Perth Road Village	144.8	140	134	127	123	121	114	108	104	100	91	79	69	56	46	39	30	25	12	0	6	10	18	23	29
Lakeside	151.0	146	140	134	129	128	121	115	110	106	97	85	75	62	53	45	36	31	18	6	0	4	12	16	23
Inverary	154.5	149	143	137	133	131	124	118	114	110	100	89	79	66	56	49	40	35	22	10	4	0	8	13	19
Glenburnie	162.5	157	151	145	141	139	132	126	122	118	108	97	87	74	64	57	48	43	30	18	12	8	0	5	11
MacDoo's Lane	167.3	162	156	150	145	144	137	131	126	122	113	101	92	79	69	61	52	47	34	23	16	13	5	0	7
Queen's U.	173.9	169	163	156	152	150	143	138	133	129	120	108	98	85	76	68	59	54	41	29	23	19	11	7	0



Rideau Lakes Cycle Tour Ottawa Communication Station Locations				Startup Times		
Tactical Call	Location	~ km from Algonquin	Lat./Long./ Elevation	Sat.	Sun.	NOTES
<b>Control (Ottawa Net)</b>	Randall Fire Station (EMRG Control) Fire Dispatch Centre 1423 Randall Ave., Ottawa Intersection of Alta-Vista Drive and Randall Ave.	-9.5	N 45 23.01' W 75 39.69'	07:00	10:00	
<b>Algonquin</b>	Algonquin College - Woodroffe & Baseline Rd. Area (Parking Lot 8 - Red) Access by Navaho Dr. from Woodroffe or Baseline, or Navaho Dr. or College Ave. from Woodroffe	0.0	N 45 21.07' W 75 45.03'	06:30	N/A	This is the start/finish of the event
<b>Knoxdale</b>	Knoxdale Rd. @ West Hunt Club [Super Dome parking lot (191 Knoxdale Rd.) adjacent to West Hunt Club Rd.]	5.1	N 45 19.396' W 75 46.350' Elev. 96m	07:00	11:30	
<b>Stoney Swamp</b>	Stoney Swamp P6 Parking Lot [Old Richmond Rd. just south of West Hunt Club] SEE NOTE	11.2	N 45 17.676' W 75 50.099' Elev. 114 m.	07:00	11:30	NOTE: Please park in the parking lot, but near to the road so you will be visible to the riders.
<b>Fallowfield</b>	Fallowfield Rd. west of Eagleson [Large pull off area on north side of Fallowfield perhaps 100 m west of Eagleson]	17.5	N 45 15.070' W 75 51.021' Elev. 99 m.	07:00	11:00	
<b>Karters Korner</b>	Fallowfield Rd. @ Huntley [Driveway like area on the north east side of the Fallowfield & Huntley intersection] SEE NOTE	22.0	N 45 13.508' W 75 53.605' Elev. 104 m.	07:00	11:00	NOTE: On Sunday, there is a second very similar parking spot on Huntley, just north of Fallowfield on the northeast side of the road, which will give a better view of approaching riders.
<b>Huntley</b>	Flewellyn & Huntley Intersection [Northwest side of intersection at the Bell utility box area.] SEE NOTE	23.5	N 45 14.093' W 75 54.402' Elev. 125 m.	07:30	10:30	NOTE: This parking area is narrow. Please be careful when backing in.
<b>Munster</b>	Flewellyn near Munster Rd. Southwest side of the intersection: a small pulloff in front of an apparently unoccupied house. SEE NOTE	30.5	N 45 11.581' W 75 58.464' Elev. 136 m.	07:30	10:30	NOTE: THERE IS POISON IVY AROUND THE PERIPHERY OF THE PARKING AREA. BE CAREFUL IF YOU ARE WALKING AROUND WITHOUT LEG/FOOT COVER.
<b>Ashton</b>	Ashton Community Centre Large parking area, trees, and block building. No specific location, but best to not block traffic flow.	36.4	N 45 09.495' W 76 01.788' Elev. 132 m.	07:30	10:30	
<b>Cemetery Rd.</b>	Beckwith 9th Line @ Cemetery Sideroad On shoulder of Cemetery Sideroad, just off of the 9th Line, but visible from the 9th Line	41.0	N 45 07.835' W 76 04.050' Elev. 136 m.	08:00	10:00	
<b>Blacks Corners</b>	Beckwith 9th Line (Concession) @ Hwy 15 Beckwith Township Municipal Offices East end of the building area (Typically best sigs) SEE NOTE	44.9	N 45 06.448' W 76 06.288' Elev. 137 m.	08:00	10:00	NOTE: On the June 1/2 weekend, there were many vehicles parked around this building both days. If you are unable to park there, please locate a nearby spot in view of the road.
<b>Loon Lane</b>	Beckwith 9th Line @ Loon Lane Where the 9th line becomes Tennyson Rd. There is a wide shoulder area where Loon Lane joins the main road. Easy to pull off and back in. SEE NOTE	54.2	N 45 02.580' W 76 09.973' Elev. 146 m.	08:00	10:00	NOTE: NEW IN 2013 - MUCH OF THIS AREA IS DESIGNATED "BOAT LAUNCH PARKING ONLY MAY 15TH TO OCT 15TH" Please respect the parking restricted area. This site should provide good visibility of riders in both directions.
<b>Richardson @ 10</b>	Richardson Sideroad @ County Rd 10	66.0	N 44 56.95' W 76 10.29'	09:00	10:00	
<b>Last Duel</b>	Last Duel Park in Perth	75.6	N 44 53.90' W 76 14.33'	09:00	09:30	
<b>Perth Curling Club</b>	Perth Curling Club	N/A	N 44 54.04' W 76 14.74'	09:00	10:00	Not directly on the route. On Beckwith St. just south of the Tay River, which is north of Last Duel park.
<b>Dewitts</b>	Dewitts Corners (County Rd. 6) St. Vincent de Paul Church yard	88.8	N 44 50.72' W 76 21.75'	09:00	10:00	
<b>Christie Lake</b>	County Rd. 6 "Christie Lake Camp" white sign area	98.4	N 44 47.33' W 76 26.43'	09:15	09:30	
<b>6 &amp; 36</b>	Junction of County Roads 6 and 36 near Althorpe	106.0	N 44 44.37' W 76 30.03'	09:30	09:00	
<b>Control (Lanark Net)</b>	Top of Westport Hill County Rd. 36	115.0	N 44 41.50' W 76 24.92'	08:30	08:00	
<b>North Crosby</b>	North Crosby Recreation Centre South of Westport off County Rd. 10	120.0	N 44 39.68' W 76 24.40'	10:00	08:00	On county road 10 south of Westport about 1 to 2 kms.
<b>Pine Haven</b>	Pine Haven - Approx. 13.5 km south of North Crosby Rec Centre	133.0	N 44 33.78' W 76 26.17'	10:30	08:00	
<b>Perth Road Village</b>		144.8	N 44.28.19 W 76 29.47			
<b>Lakeside</b>		151.0	N 44 25.03 W 76 28.67			The boat launch parking lot on the west side of Perth Road, just as it crosses (south of) Loughborough Lake on the narrow bridge.
<b>Inverary</b>		154.5	N 44 23.18 W 76 28.45			
<b>Glenburnie</b>		162.5	N 44 19.27 W 76 30.16			
<b>MacDoo's Lane</b>		167.3	N 44 16.66 W 76 30.05			
<b>Queen's University</b>		173.9	N 44 13.42 W 76 29.98			Stuart St @ Albert St.