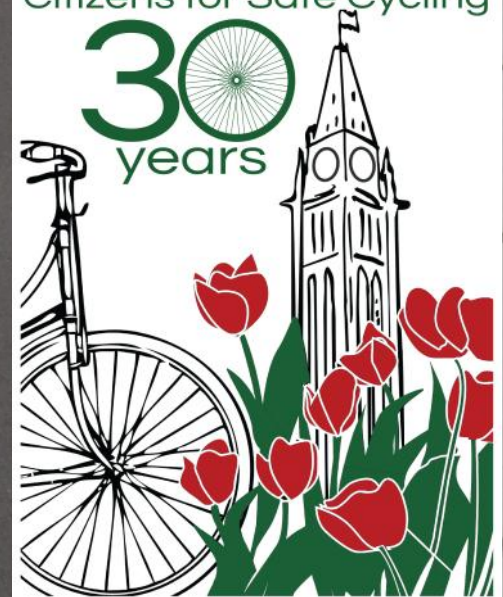


2014 OTTAWA REPORT ON BICYCLING



Citizens for Safe Cycling

30
years



Published March 20, 2014

Revised April 13, 2014

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INTRODUCTION

This is our third Annual Cycling Report.

We started producing the report in 2012 in order to provide a more complete picture of what is going in Ottawa in terms of cycling infrastructure, policy, and statistics. There are many different jurisdictions in Ottawa and, not surprisingly, there continues to be a need to gather information about the diversity of developments involving cycling. Citizens for Safe Cycling (CfSC) is primarily focused on the activities of the City, followed by those of the National Capital Commission (NCC). We also aim to cover those efforts undertaken by the ministries of the Province of Ontario and the Federal Government. Ottawa Public Health, the Ottawa Police Service and Safer Roads Ottawa (City of Ottawa) also play a role in educating the public about cycling and cycling safety. Finally, Ottawa's school boards and universities, OC Transpo, building owners, and retailers, etc. all of have an interest in how cycling develops in our city.

This year, CfSC was involved in the [Provincial Cycling Strategy](#). We are happy to read that Transportation Minister Glenn Murray is now taking serious steps to make Ontario's roads safer for cyclists by introducing [Bill 173](#). The bill proposes a number of changes such as the one metre rule, traffic lights for cyclists with the bike symbol, crossrides along crosswalks and counterflow lanes. We also note that the helmet discussion is slowly evaporating. We hope that the Province will adapt its current (outdated) traffic legislation in order to allow the implementation of more modern bicycle friendly changes to traffic design (e.g., bicycle traffic signals). In general, we feel that Ottawa is moving in the right direction. City staff and many councillors understand that a healthy and active city attracts talent and creativity. With intensification, land becomes more expensive which in turn forces people to reflect on which modes of transport are optimal for their situation. Multi modal transportation is clearly the way of the future. A forward-looking mayor and council should promote cycling as an everyday alternative for short trips. Looking back at CfSC's 2010 municipal election brochure, we can see that many of the ideas we put forward at that time have been implemented or are now on the to-do list.

We are less happy with the pace of implementation. It seems to be easier to widen the Queensway or put Light Rail Transit (LRT) through town than to get a hundred metre bike path through a park. We would really like to see the City ramp up its pace on the smaller projects. For example, an improved crossride here, a 20 metre connection there; these are small, inexpensive changes that can make a big difference in the number of people that use cycling for short trips or commuting. We foresee that, as has happened in other places in the world, more and safer infrastructure for cycling will help to increase the modal share at a faster rate.

As a small volunteer advocacy group in a geographically large city, it can be challenging to keep up with all the cycling-related developments. Stepping back once a year to take an inventory is important. Fortunately, our team of volunteers grows every year and our expertise develops. Many hands make light work! We thank the contributors to this year's report: Felicity Borgal, Zoe Langevin, Ruth Swyers, Andrew Long, Alex De Vries, Kathleen Wilker, Isabel Jenish, Harlan Playford, Jessica Wells, Risa Sargent, Dennis Murphy, and Schuyler Playford. Their contributions allowed us to publish the report early this year, increasing its shelf life considerably.

We are very grateful for the time our volunteers spend to improve our community. As is so often the case with city planning, you don't always do it for yourself, but for the next generation.

Hans Moor,
President, Citizens for Safe Cycling



CYCLING FACT SHEET

INTRODUCTION

2013 Ottawa Cycling Stats

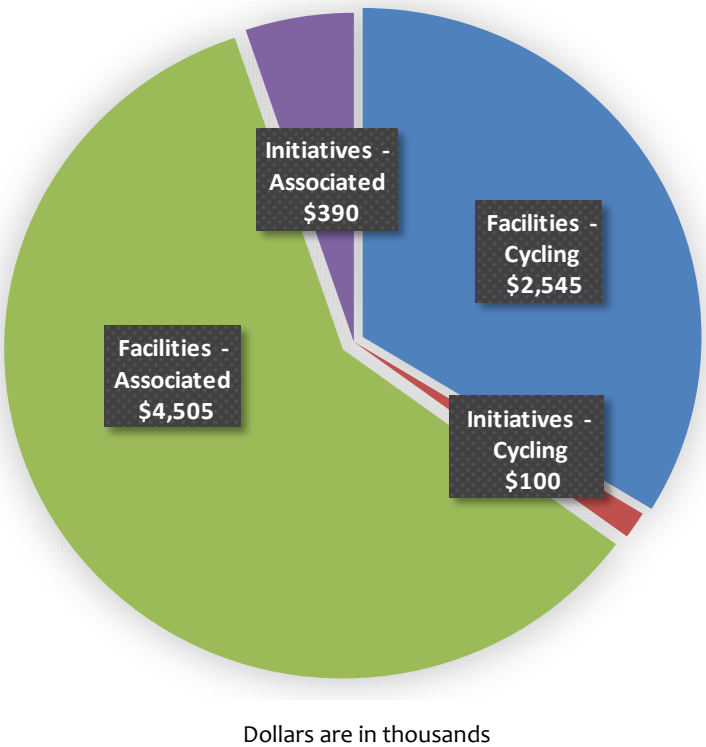
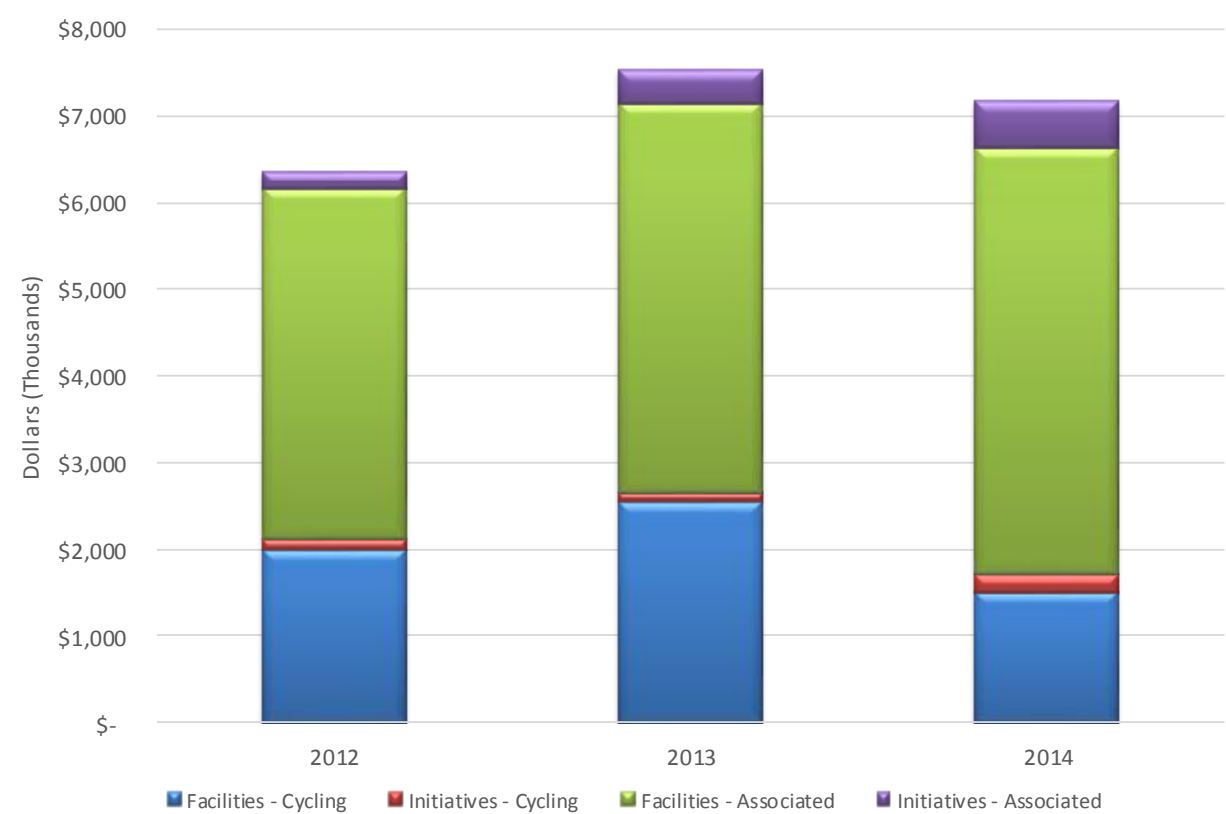
- **Total Pathways:** 1,403 km (Spine, Major, and Minor Routes and Paths Owned by the City and NCC)
- **City Spine Routes:** 311 km
- **City Major Pathways:** 152 km
- **NCC Spine Routes:** 7 km
- **NCC Major Pathways:** 138 km
- **Highest Number of Trips** on a Single Day: 5,061 on July 1st on the Ottawa River Pathway
- **Total Recorded Winter Bike Trips:** 53,322 (at eight Bike Counters)
- **Average Winter Cycling Activity Level** on Maintained Bike Routes: 10% of Summer Activity (Average of four Bike Counters)
- **Decline in Number of Reported Collisions per Bike Trip:** Over 30% (2005-2012)
- **Bike Share Services** in Ottawa: 4
- **Capital BIXI** Bike Share Service: 25 Stations, 250 Bikes, 44,364 Trips
- **RightBike** Bike Share Service: 8 Stations, 65 Bikes, 632 Trips
- **Bluesfest Valet Bike Parking:** 8,632 Bikes Parked, \$5,277 in Donations



INVESTMENTS

CYCLING IN 2013

OTTAWA CYCLING BUDGET TRENDS (2012-2014)



We have reviewed the past, present, and future [City of Ottawa Budgets](#) and the proportion allocated to cycling is summarized here. The above bar chart shows the total funding allocated to cycling per year, and the pie graph provides a breakdown of the funding in four categories. The budget is broken down into funding for facilities and funding for initiatives.* In each of these categories, we highlight funding specifically allocated to cycling as well as funded allocated to cycling-associated activities. Funding for cycling includes facilities and initiatives that are mainly cycling related such as pathways, or the Cycling Safety Program. Funding for activities associated with cycling includes facilities and initiatives that have a cycling aspect, such as the Transportation Demand Management program.

It should be noted that the budget breakdown for our 2014 report is different from previous years. Many of the budgeted projects for 2014 include multi-year funding. This year, the budget amounts we show reflect the City's spending plan for 2014 only, and not the total requested (i.e. multi-year) funding for a specific initiative.

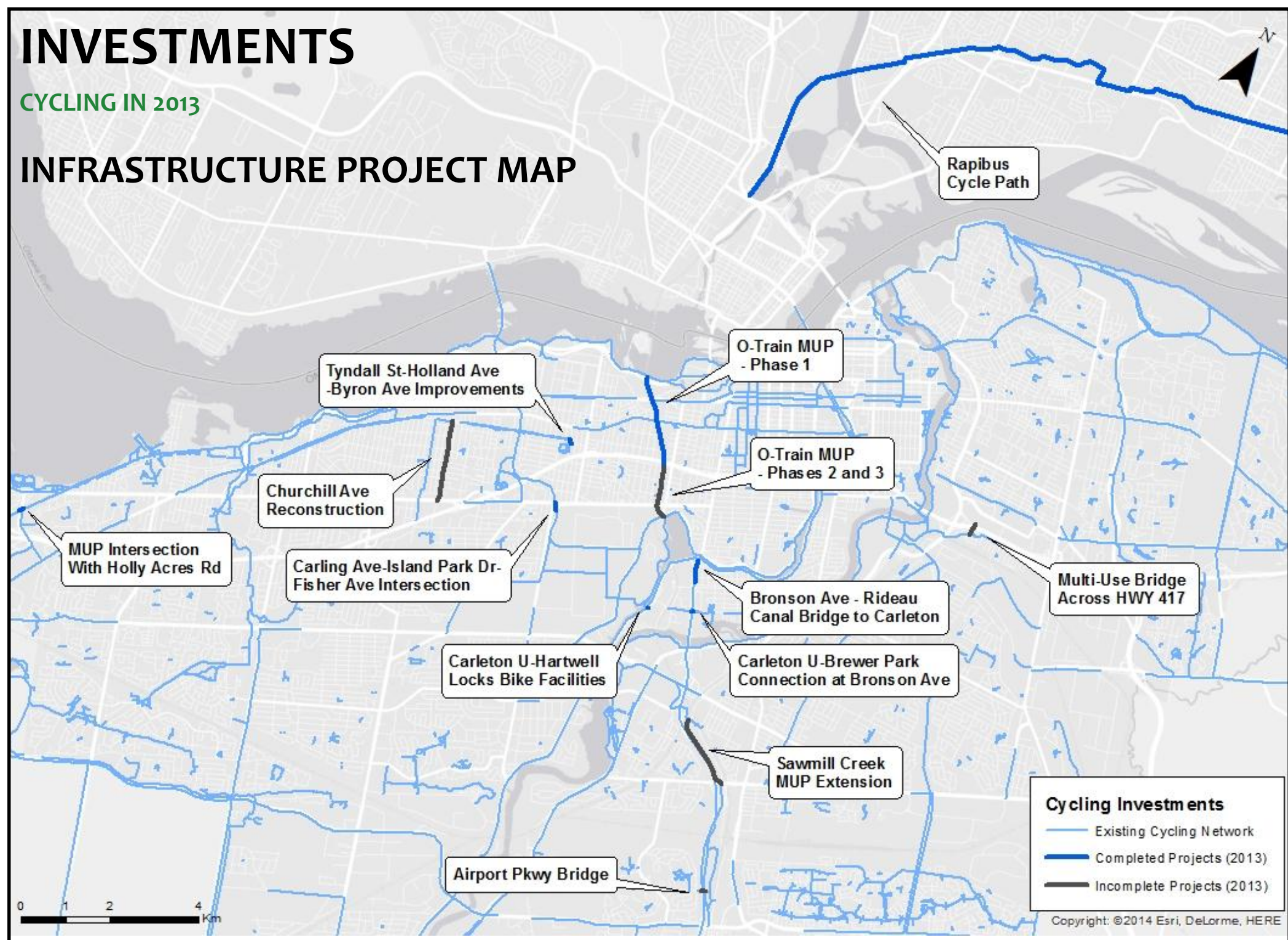
*Facilities include physical infrastructure such as bike lanes, bridges, signage, etc. Initiatives include projects such as the Cycling Safety Program and Transportation Demand Management.



INVESTMENTS

CYCLING IN 2013

INFRASTRUCTURE PROJECT MAP



INVESTMENTS

CYCLING IN 2013

INFRASTRUCTURE PROJECT MAP

- **O-Train Multi-Use Pathway - Phase 1**

The City of Ottawa held the official opening of Phase 1 of the pathway (Ottawa River Pathway to Young St) in May.

- **O-Train Multi-Use Pathway - Phases 2 & 3**

Planning is underway on Phase 2 of the pathway from Young St to the south side of Carling Ave, and Phase 3 from Carling Ave to the Rideau Canal Western Capital Pathway at Dow's Lake. The City will work on Phase 2 in 2014.

- **Churchill Avenue Reconstruction**

Dedicated cycling facilities on Churchill from Byron to Carling are currently under construction. Scheduled completion is August 2015.

- **Rapibus Cycle Path**

The City of Gatineau completed a 10.7 km bike path along the new Rapibus route. This includes bike racks at nine stations for 175 bikes.

- **Multi-Use Bridge Across the 417**

The City has completed an Environmental Assessment for the MUP bridge crossing Highway 417 near the Train Station. They began construction on the bridge in 2012 and is expected to be completed by 2014.

- **Sawmill Creek Pathway Extension**

Construction began on the 1.2 km northern extension of the pathway (from Walkley to Brookfield) in 2013.

- **Airport Pkwy Bridge**

The City now anticipates the bridge will be complete in November 2014.

- **Carling Ave -- Island Park Dr -- Fisher Ave Intersection**

The City realigned the connection between the Island Park bike lanes and the NCC Scenic Driveway through the Experimental Farm.

- **Holly Acres Intersection**

The City improved the intersection with Aero Dr to create a safer crossing for the Trans Canada Trail.

- **Colonel By Dr Crossing at Hartwell Locks**

The City added a bike trough to the stairs at the Hartwell Locks; the NCC finished a pedestrian and bicycle refuge on Colonel By Dr at Hartwell Locks and Carleton U.

- **Bronson Ave -- Rideau Canal Bridge to Carleton**

The City modified Bronson Ave just south of the bridge over the Rideau Canal to create a safer bike lane, protected with flexible bollards and a painted buffer zone.

- **Carleton -- Brewer Park Connection at Bronson Ave**

The City created a bike box and a crossride across Bronson Ave to connect Carleton U paths with Brewer Park paths.

- **Tyndall St -- Holland Ave -- Byron Ave Improvements**

The City created a bike box on Tyndall St, a bike lane on Byron Ave, and improved the two vehicle lanes on Holland Ave to improve safety for drivers and cyclists navigating the transition from Tyndall St to Byron Ave.



INVESTMENTS

CYCLING IN 2013

Ottawa Cycling Plan Update

The Ottawa Cycling Plan was revised in 2013 to reflect updated goals and priorities. On November 26th, Ottawa City Council unanimously passed the updated Ottawa Cycling Plan (OCP 2013), alongside the Official Plan, Infrastructure Master Plan, Transportation Master Plan, Ottawa Cycling Plan and the Ottawa Pedestrian Plan. Together, these five plans set the vision for Ottawa's future growth from the present year up to 2031.

According to the final report tabled at council, “The fundamental goal of the [OCP 2013](#) is to provide a cycling ecosystem (policies, facilities, encouragement) that makes cycling attractive for all kinds of mobility needs across every part of the city”.

Investments in cycling over the past few years, including the O-Train Pathway, the Laurier Segregated Bike Lanes (SBL) and the extension of rural pathways have helped to encourage a 41% increase in cycle trips across the city from 2005-2011.

Highlights of the OCP 2013 include:

- Focusing on growth in all areas of sustainable mobility (i.e. cycling, walking, transit) and synergies between cycling and transit.
- Prioritizing the creation of a functional, interconnected and safe transportation network.
- Understanding that cycling facility needs vary among urban, suburban, and rural areas.
- Concentrating on meeting the needs of the 33% of City residents who identify as “interested in cycling, but concerned”.
- Increasing cycle trips in the “inner area” from the current 8% modal share to 12% in 2031; and increasing those within the greenbelt to an average modal share of 8% in 2031.
- Targeting trips shorter than four kilometres, outside the greenbelt as an opportunity for increasing cycling modal share.
- Recognizing cycling as an affordable transportation choice that leads to improved health for everyone.



OPEN DATA

CYCLING IN 2013

BICYCLE COUNTERS

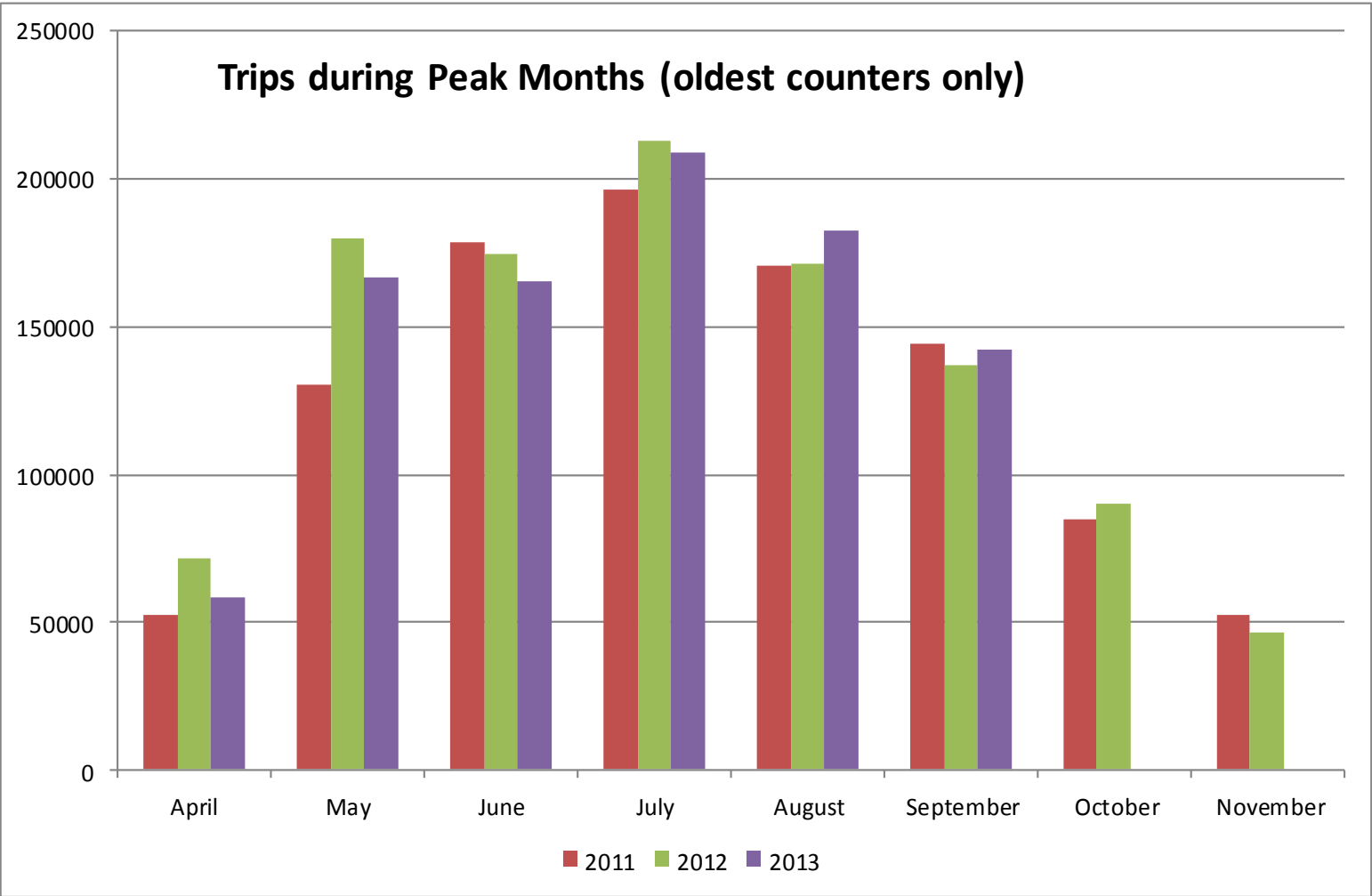
Open Data is an ongoing effort by the City of Ottawa to improve transparency and support community advocacy projects. Most of the available data is topographical, but visitors can also find schedules, budgets, demographics, and traffic information.

The City of Ottawa has installed automated bicycle detection sensors, or bicycle counters, at a few key points along its bicycle routes. These are intended to gather information about how Ottawa cyclists use the city's paths and trails. There are currently twelve counters in service. The resulting dataset is very sparse but we can nonetheless draw useful insights by comparing different areas or examining changes which occur over time. Note: data for the fourth quarter of 2013 is not yet available.

Several new sensors were added to the Open Data program in 2013. Since we do not yet have a full year's data to consider, these sensors were omitted from this year's analysis.

This chart compares cycling activity data across all years for which data is available. To ensure a fair comparison, it uses only those counters which have been in service since 2010: Alexandra Bridge, Ottawa River Pathway, and Eastern Canal Pathway. The impact of the Laurier SBL is not shown.

Peak cycling activity for 2013 was seen in the second week of July. This pattern is consistent for all years in which cycling counter data is available (2010-2013).



OPEN DATA

CYCLING IN 2013

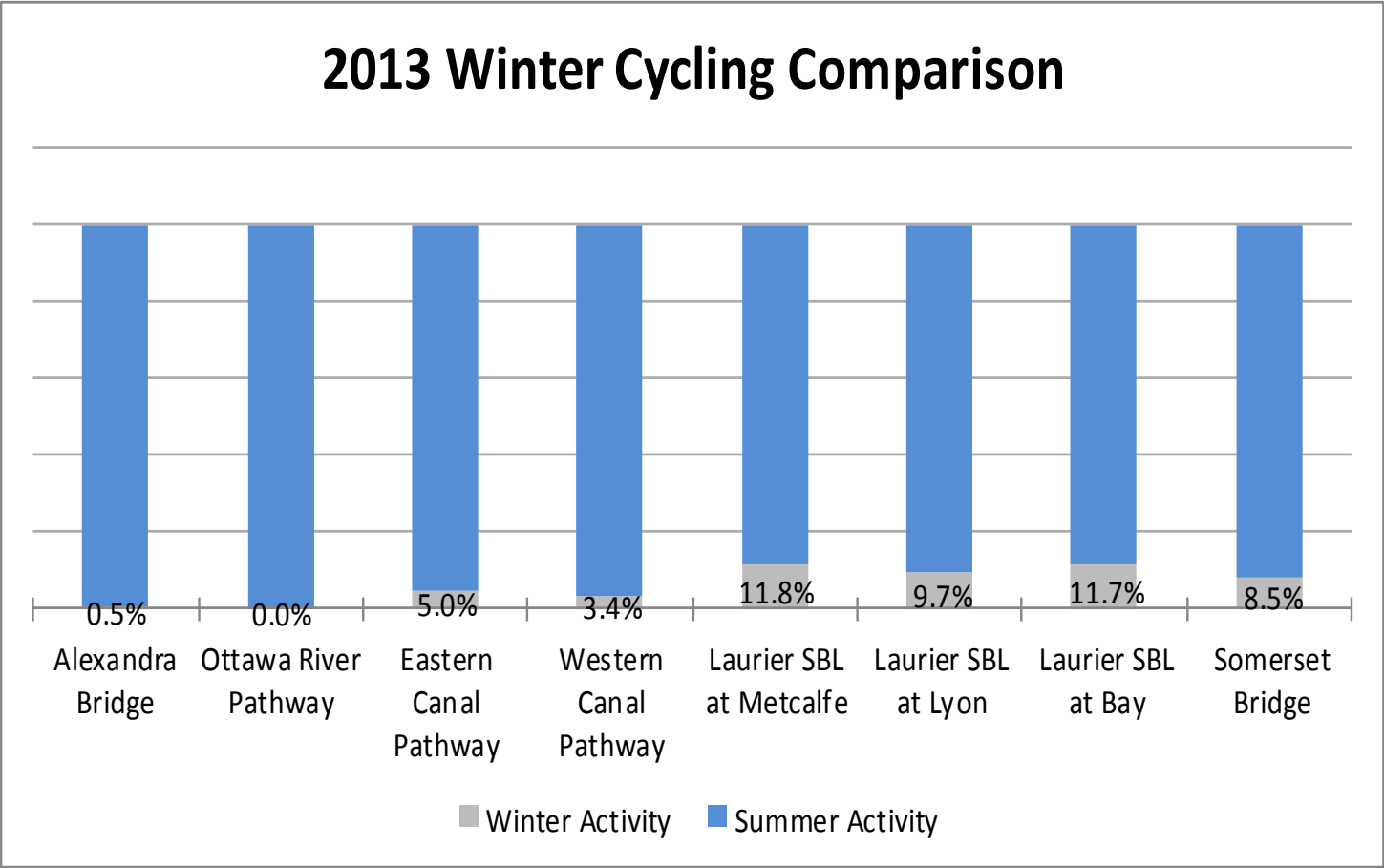
WINTER TRENDS

This chart compares the percent of total bike trips taken in peak and off-peak months. This report follows the City of Ottawa’s definition of peak and off-peak cycling season: December 1, 2012 through March 31, 2013 is considered winter (or “off-peak”), April 1, 2013 through November 30, 2013 is the peak season for bicycling.

At first glance, the data suggests that winter cycling is not especially popular. However, the first set of counters (Alexandra Bridge, Ottawa River Pathway, Eastern Canal Pathway, Western Canal Pathway) show a major decline while the second set (Laurier SBL and Somerset Bridge) show a more modest decline in the off-peak months. The distinctive factor is snow clearing: the cleared paths show a much higher level of winter ridership.

The Ottawa River Pathway is especially noteworthy. In the summer months, it is the most active cycling location in the city. In winter, it is almost completely abandoned.

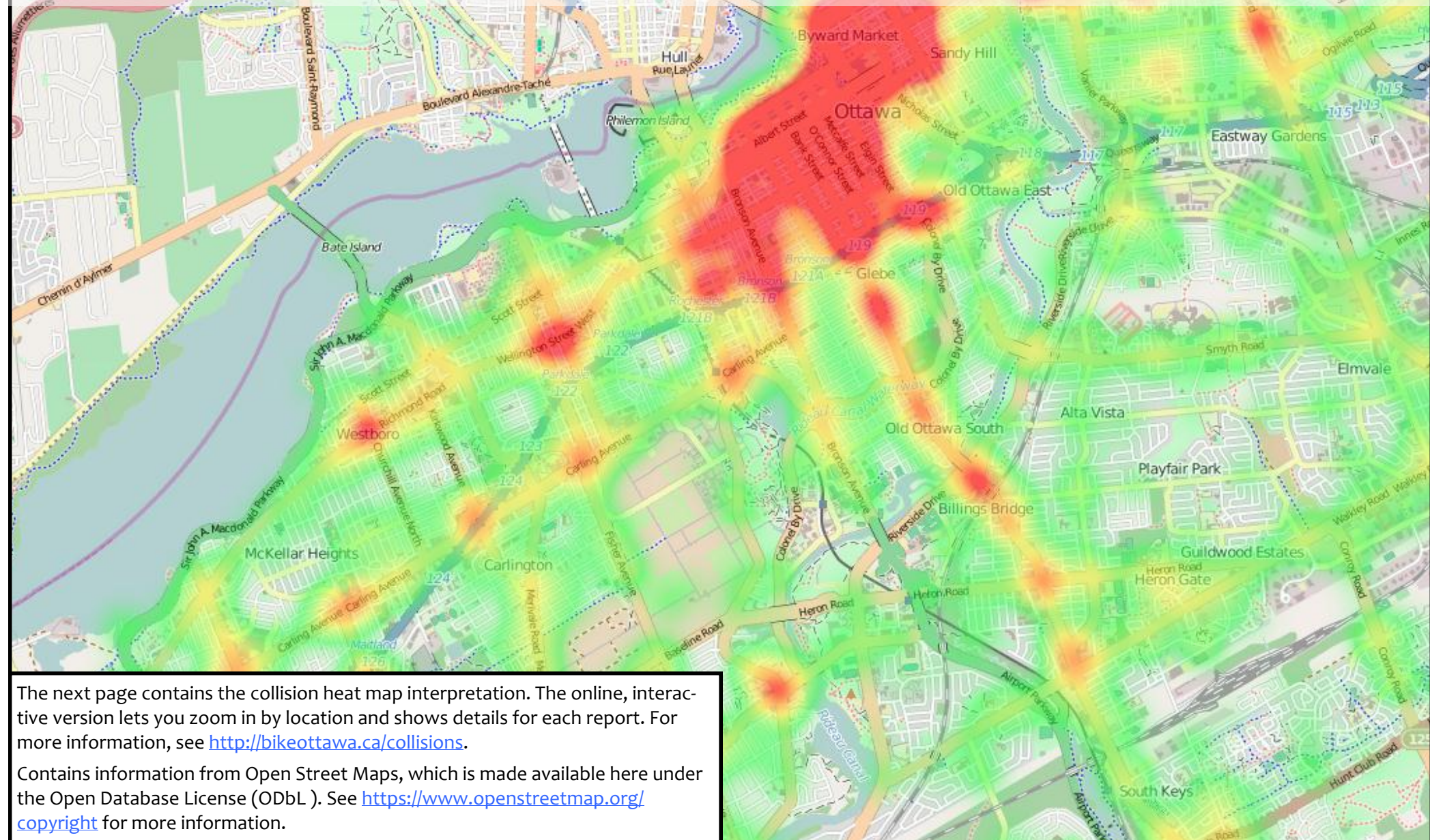
Winter cycling activity depends heavily on snow clearance. Cleared lanes show an average winter activity level which is approximately 10% of their summer activity level. This report follows the City of Ottawa’s definition of peak and off-peak cycling season: December 1, 2012 through March 31, 2013 is considered winter (or “off-peak”), April 1, 2013 through November 30, 2013 is the peak season for bicycling.



OPEN DATA

CYCLING IN 2013

COLLISION HEAT MAP



OPEN DATA

CYCLING IN 2013

CYCLING COLLISION DATA

Collision Heat Map (prev pg)

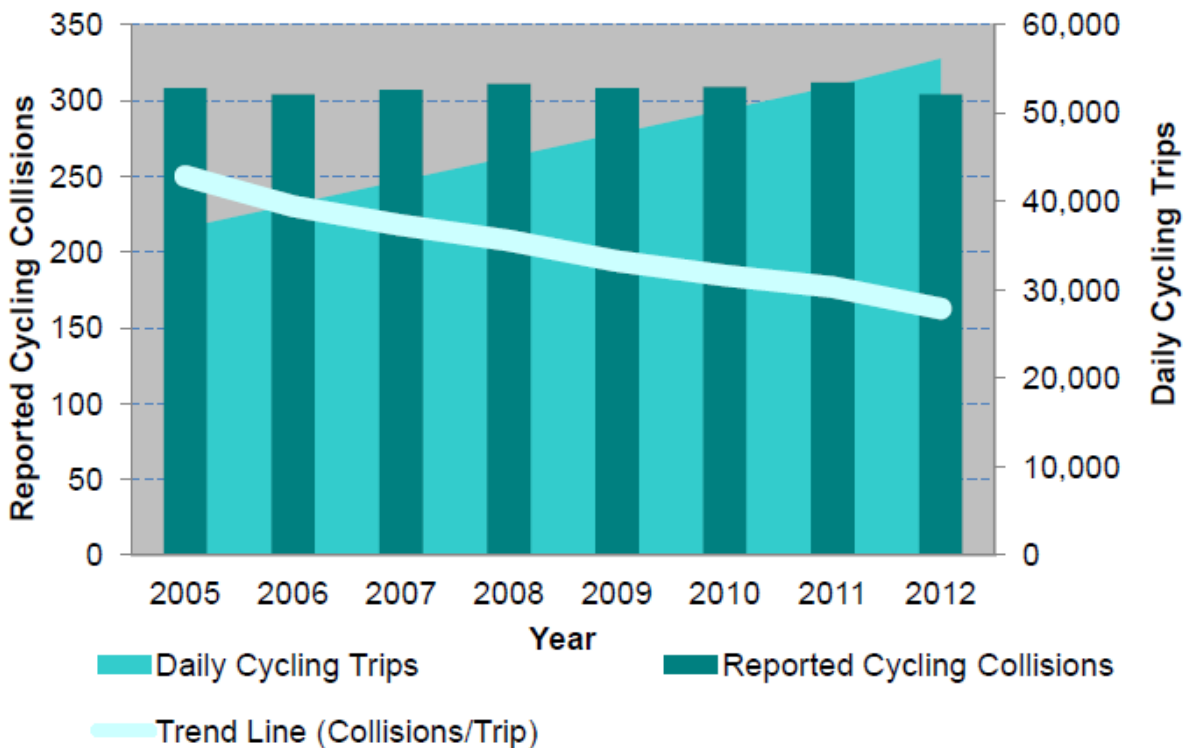
The City of Ottawa provided records to CfSC of all reported collisions involving cyclists and pedestrians from 2004 to 2012. These 3200 reports provide enough information to show trends.

It's easier to visualize problem areas when they're put on a heat map. The green areas have a low density of collisions and red shows higher concentrations. We can see concentrations along all the arterials and a noticeable lump downtown, where more people bike. There are noticeable streaks along all arteries like Wellington St, Carling Ave, Baseline Rd, Bronson Ave, Bank St, and Montreal Rd. Surprisingly dense areas are near bridges, such as Rideau St/Montreal Rd over the Rideau River. The most dense area is Bank St, near the entrance of the Billings Bridge Shopping Centre.

The online, interactive version lets you zoom in by location and shows details for each report. For more information, see <http://bikeottawa.ca/collisions>.

Collision Rate (2005 to 2012)

The chart below is taken from the OCP 2013. It helps put the collision heat map (previous page) into a historical context. The heat map helps us locate collisions in space while this chart helps us understand what is happening over time. Collisions should be studied so that we can reduce their number and make our roads as safe as possible for all users. But this chart illustrates that cycling continues to get safer. As the number of cycling trips increased between 2005 and 2012, the number of reported collisions remained more or less the same. In other words, the number of collisions per cycling trip declined by more than 30% over the past seven years.



COMMUNITY

CYCLING IN 2013

OTTAWA CITY COUNCILLORS ON CYCLING

I will continue to support bike paths through Orléans on both the financial and municipal aspect. I will continue to support bike lanes and bike routes in Orléans and am looking forward to continuing to work with the Heart of Orléans BIA to make St-Joseph Boulevard a better and safer place for cyclists.

Councillor Bob Monette, Ward 1 Orléans



The Ottawa municipal elections are scheduled for October 27, 2014. In early 2014, CfSC asked all Ottawa City Councillors the question below. The answers of the 11 out of 23 councillors who responded to us are listed here. The Mayor was not asked for a response.



Council has done a good job of advancing opportunities for safe cycling across our City through the Transportation Master Plan (TMP). In 2014 I am working with Nepean's BMX organization to host a special cycling event focussed on safety, family adventure, geared to young and old.

Councillor Jan Harder, Ward 3 Barrhaven

I'm getting volunteers to establish a Sustainable Transportation Committee in Kanata North to look at improving pedestrian, cycling and other transportation needs in the Ward. I support complete streets and am working with staff to create one in Kanata North. Across the City I've supported segregated bike lanes, cross downtown routes and cycling in the Downtown Moves report.

Councillor Marianne Wilkinson, Ward 4 Kanata North



I continually seek opportunities to ensure cycling is considered in infrastructure renewal projects. Recently I worked with the community and staff on a new light standard on Holly Acres so cyclists crossing from the Trans Canada Trail can do so safely. As we continue to redevelop Michele, Bayshore and Britannia parks I'll work with staff to see cycling connectivity, cycle storage and facilities included in the designs.

Councillor Mark Taylor, Ward 7 Bay

“ In the final year of your term, how do you intend to support and encourage cycling in your ward and across the city? ”



OTTAWA CITY COUNCILLORS ON CYCLING

“ In the final year of your term, how do you intend to support and encourage cycling in your ward and across the city? ”



As Chair of the Transportation Committee, I will continue to work with various community organizations, such as Citizens for Safe Cycling and RightBike, to promote more cycling and cycling safety. Additionally, there were a significant number of cycling initiatives in the TMP that need to be moved forward from a planning and implementation perspective and I will be working closely on those projects.

Councillor Keith Egli, Ward 9 Knoxdale-Merivale (Chair of Transportation Committee)

I look forward to continuing my work with the Gloucester-Southgate Cycling Advisory Committee and moving forward with our efforts to expand the cycling infrastructure in our community and improving linkages to key destinations in the city.

Councillor Diane Deans, Ward 10 Gloucester-Southgate



In 2014, our community will see the implementation of many cycling projects, including the construction the Donald Street pedestrian bridge. We will work this year to identify improvements and new connections from residential streets to the new cycling infrastructure so that residents can cycle around our community with ease and comfort.

Councillor Mathieu Fleury, Ward 12 Rideau-Vanier

In 2014, I'll be working to continue the build the cycling network within Somerset Ward. This includes extensions of the Laurier SBL both east and west, and completion of the O-Train pathway south of Young Street. These are already approved for 2014. I also look forward to more bicycle parking and bikeshare.

Councillor Diane Holmes, Ward 14 Somerset



COMMUNITY

CYCLING IN 2013

OTTAWA CITY COUNCILLORS ON CYCLING

I ask for cycling infrastructure on every road project, such as recent bike box on Holland and Tyndall. My priority is more segregated lanes, like on Churchill, Ottawa's first "complete street". I'm very proud that Kitchissippi has more cycling infrastructure than any ward in the City. I'll fight for even more at every opportunity across the City!

Councillor Katherine Hobbs, Ward 15 Kitchissippi



Safer bridge crossings, traffic calming and cycling facility improvements on Bronson Avenue from Dunbar Bridge to the Canal Bridge, a Complete Street for Main Street through Old Ottawa East, the construction of the Fifth-Clegg footbridge, and completion of the Western Rideau River Pathway. And that's just a start!

Councillor David Chernushenko, Ward 17 Capital

We are currently updating Manotick's Secondary Plan and there will be focus on how to improve connectivity within the village in terms of cycling and pedestrian facilities. City-wide, I look forward to the potential for future complete streets along Churchill Street and Scott Street as well as looking at how we can improve winter maintenance of our pathways in the urban area.

Councillor Scott Moffatt, Ward 21 Rideau-Goulbourn



No Response

Rainer Bloess Ward 2
Eli El-Chantiry Ward 5
Shad Qadri Ward 6
Rick Chiarelli Ward 8
Tim Tierney Ward 11
Peter Clark Ward 13
Maria McRae Ward 16
Peter Hume Ward 18
Stephen Blais Ward 19
Doug Thompson Ward 20
Steve Desroches Ward 22
Allan Hubley Ward 23

COMMUNITY

CYCLING IN 2013

AWARDS



Ontario Association of Landscape Architects' (OALA) Award for 'Service to the Environment'

On March 22nd, CfSC was awarded Ontario Association of Landscape Architects' [Award for Service to the Environment](#). "What better way to be engaged in our urban landscape and natural environment than from the seat of a bicycle?" OALA asked, as it recognized CfSC for its ongoing contribution to supporting sensitive, sustainable stewardship of the environment through cycling advocacy.

Bruce Timmermans Awards

On June 1st, the City of Ottawa and the EnviroCentre recognized the winners (individual and organization) of the [Bruce Timmermans Award](#) in a ceremony presided over by Mayor Jim Watson. Spencer Sloan won in the individual category, recognized for his effort in promoting commuter cycling in his workplace at Infrastructure Canada. He produces a widely circulated cycling newsletter, conducts maintenance and safety clinics, and worked with facility managers to provide on-site bike maintenance tools. Sloan also inspired high participation in the annual Bike to Work campaign. RightBike was the winning organization in 2013. [RightBike](#) is a community owned bike share service that currently operates in Hintonburg, Westboro and the Glebe. Rightbike provides its members with bikes for recreational and daily commutes, and also allows members to use its facility and tools to maintain their own bikes.

Road Safety Achievement Award

The Road Safety Achievement Awards were established over fifteen years ago by the Ministry of Transportation (MTO) to recognize the outstanding contributions of individuals, groups and organizations that work to improve the safety of Ontario's roads. On August 6th, Safer Roads Ottawa and the Ministry of Transportation presented 13 individuals and organizations in Ottawa with [Road Safety Achievement](#) Awards for outstanding contributions to road safety initiatives in our community. CfSC, Pathway Patrollers and RightBike were recognized both independently and together for their annual Lights on Bikes Initiative.

Bicycle Friendly Community Award

On August 20th the City of Ottawa received the gold-level [Bicycle Friendly Community Award](#) presented by the Share the Road Cycling Coalition, a cycling advocacy organization that works with Ontario municipalities to make their communities more bicycle-friendly. In order to achieve this award, Ottawa ranked highly in all five categories of evaluation – engineering, education, encouragement, enforcement and evaluation and planning. Ottawa is the first city in the province to receive this level of recognition. The award was presented to Mayor Jim Watson at the Annual Association of Municipalities Ontario conference.



COMMUNITY

CYCLING IN 2013

EVENTS



Family Winter Bike parade

The second annual [Family Winter Bike Parade](#) took place on January 26th. The wind was calm, the sun shone and the temperature rested at a cool -16 C. Over forty people of all ages joined CfSC for the seven-kilometre trek through downtown and along the Rideau Canal, ending with warm drinks at City Hall. The day offered a fun reminder that cycling can be a year round activity.

Spring.Bike.Ottawa!

CfSC launched the 2013 cycling season with the second annual Spring.Bike.Ottawa! Held on March 23rd, the event brought together ten speakers and 60 participants. Topics included city infrastructure, educational initiatives, transportation plans, and various advocacy efforts surrounding safer roads and cycling. Ottawa Centre MP Paul Dewar provided opening remarks for the event.

Tulips on Two Wheels

On May 4th, volunteers were stationed along the Western Canal Pathway to greet the passersby during the second Tulips on Two Wheels event. CfSC teamed with mechanics from [Cycle Salvation](#) to offer complimentary bike tune-ups to all who stopped. For the first time, CfSC coordinated its bike tours with the Jane's Walk Ottawa schedule, officially integrating these initiatives. The event offered people the chance to learn something new about the city and experience spring in Ottawa from the seat of a bicycle.

CN Cycle for CHEO

On May 5th, the Canadian War Museum and roads of downtown Ottawa lent themselves again to the fifth annual CN Cycle for the Children's Hospital of Eastern Ontario (CHEO). People of all ages and abilities participated in this fun, non-competitive event. The 15 km, 35 km and 75 km urban cycling routes, closed to traffic, offered a unique opportunity for individuals, groups and families to safely cycle along Ottawa's most scenic corridors, while raising money for CHEO kids. In total, participants raised \$726,000 to help kids with cancer.

Festival Bike Parking

CfSC and the RBC Royal Bank Bluesfest partnered for the eighth consecutive year to deliver free, supervised, [valet bicycle parking to Bluesfest](#) patrons and volunteers during the festival's 2013 edition (July 4th-14th). Volunteers raised \$5,277 and parked 8,632 bikes in 2013- including the 40,000th bike since 2006! Donations from the valet parking at Bluesfest are shared between Blues in the Schools and CfSC.



COMMUNITY

CYCLING IN 2013

EVENTS

Capital Vélo Fest

The third annual Capital Vélo Fest took over the festival plaza at Ottawa City Hall on Saturday, June 1st with all things bike-related. The event was officially opened by His Excellency, the Right Honourable David Johnston, Governor General of Canada, who gave a brief welcome to the attendees before joining the fun. Over 50 organizations with an interest in cycling participated, including Pathway Patrollers, Envirocentre, Ottawa Public Health, and various retailers. Following a day of information, demonstrations and activities, festivalgoers took part in *Tour La Nuit* on a 20 km car-free ride through the city. The festival continued on Sunday with Bike Rodeos taking place in Old Ottawa East and Vanier.

Plaid Parade

On October 27th, 150 cyclists dressed in their best plaid and assembled in front of the Art-is-in Bakery for the second annual Plaid Parade. The parade brought cyclists along the Ottawa River Pathway before heading south to Parkdale Ave and Armstrong St. The ride ended with a celebratory drink at the Carleton Tavern. Hosted by Ottawa VELO Vogue, Beau's All Natural Brewery, and Tall Trees Cycles, the parade's purpose is to bring the community together to show that cycling is accessible to everyone. The event also raised money for RightBike.

Lights on Bikes

CfSC partnered with Safer Roads Ottawa, RightBike, Pathway Patrollers, the City of Ottawa and the Ottawa Police Service for a second year to promote safe cycling and raise awareness of lighting requirements. As in 2012, the Lights on Bikes event coincided with the end of daylight savings time to highlight the importance of remaining visible while commuting through a period of diminished daylight. The groups handed out more than 200 free lights to unlit cyclists at the Ottawa River Pathway at Booth Street during the evening commute on November 5th.



COMMUNITY

CYCLING IN 2013

INITIATIVES

Pathway Patrol

Since 1997, the City of Ottawa has coordinated the volunteer [Pathway Patrol](#) program. Pathway Patrollers promote the Recreational Pathway Network Safety Program. A total of 14 safety blitzes, targeting and educating recreational users and commuters were undertaken during 2013. The Pathway Patrollers greet pathway users, remind them of regulations, promote safety, and monitor pathway use and patrol activities. As well, they report obstacles and hazards, and liaise with bike patrols from both the City of Ottawa and Ville de Gatineau.

Sunday Bikedays

On Sunday mornings between mid-May and Labour day, 50 kilometres of scenic parkways in Ottawa and Gatineau Park were closed to motorized traffic. During the 2013 season, 254,324 people participated in the [Alcatel-Lucent Sunday Bikedays](#). The program operated through support from the Ottawa police and NCC Conservations Officers, as well as volunteers. Workshops about helmets, bike repair and speed limits supported the 2013 Bikedays theme of safety.

Park and Cycle

The NCC expanded its [Park and Cycle](#) program to include 15 locations in Ottawa and Gatineau, with a total of 585 parking spots. Through this initiative, commuters were encouraged to leave their car in a Park and Cycle parking lot (for free), and hop on their bike to complete a journey to downtown Ottawa–Gatineau on one of the bike paths.



COMMUNITY

Heaven
CYCLING IN 2013

INITIATIVES



Public Bikes

Public bike – or bike share – systems continued to grow and proliferate in Ottawa over the past year. Highlights from 2013 include:

BIKE SHARE SYSTEM	NO. BIKES	NO. STATIONS	NO. USERS ¹	NO. TRIPS ¹
Capital BIXI	250	25	12,434	44,364
RightBike	65	8	435	632
University of Ottawa (new)	6	1	92	577
Rideau River Residence Association (in development)	10	1	0	0

Note 1: Where no data is indicated, it was not available at time of publication.



COMMUNITY

CYCLING IN 2013

INITIATIVES

Bike to Work Month

In May, EnviroCentre partnered with the City of Ottawa and a number of community groups and businesses to promote Ottawa's 4th annual Bike to Work Month. The success of the 2013 initiative is highlighted below:

- 1,412 residents participated in the online pledge to “Pedal & Win”, including 372 new bike commuters who cycled to work for the first time;
- 17 Workplace Lunch & Learns were delivered in partnership with CAN-BIKE Instructors from City Wide Sports, during which participants were taught about bike maintenance, safe cycling techniques and tips for getting started;
- Multiple outreach events were coordinated including a media launch for the new O-Train Pathway, a “Cycle Chic” photo booth with Ottawa Velo Vogue, the Bruce Timmermans Cycling Awards Ceremony and distribution of educational information at 18 BikeMobile stations around the city; and
- New programs were developed, including the Bike Friendly Business Designation, Bike Buddies and Community On-Bike Courses for Women.



Sustainable Transportation Week


Between September 16th to 22nd, EnviroCentre and the City of Ottawa worked together to coordinate Ottawa's 3rd annual Sustainable Transportation Week. The week focused on encouraging residents to try walking, cycling, transit, carpooling and car sharing instead of driving alone. Highlights of the week include:

- Online pledges by 1,387 residents of Ottawa who committed to using sustainable modes of transportation and were eligible to win prizes. Participants also received a passport that gave them access to discounts at 20 local businesses throughout September.
- Participation in the launch of Ottawa's first Sustainability Tour organized by the [Ottawa Biosphere Eco-City Initiative](#). The Corktown Bridge was animated with historical information about the bridge and the Just Voices choir.
- Distribution of free coffee and apples to sustainable commuters during “Appreciation Days”, organized by Greenboro Station in partnership with Councillor Diane Deans, and the University of Ottawa to thank sustainable commuters and encourage residents to try something new.
- Coordination of Car Free Day in Westboro Village. On Sunday, September 22nd, eight blocks of Richmond Rd were closed to vehicular traffic and opened for a street festival that included 20 booths by local businesses and community groups, a variety of demonstrations and screenings of the film *Bike City, Great City*.



REVIEW OF 2012 TOP 10

RECOMMENDATIONS



In our [2012 Report on Bicycling in Ottawa](#), CfSC recommended a list of “Top 10” cycling-related priorities to address in 2013. As a follow-up to the problems identified in 2012, we have indicated areas of significant progress and areas that require a better plan or more work.

Grades

The following scheme is used to grade the progress made towards addressing the problems we identified in the 2012 report:

- A** — The problem has been addressed
- B** — There has been some, or inadequate, progress and more is needed
- C** — The City has committed to addressing the problem
- D** — The City has committed to addressing the problem, but their solution is inadequate
- F** — There has been neither progress nor a commitment to address the problem



REVIEW OF 2012 TOP 10

RECOMMENDATIONS

CATEGORY	GRADE	PROBLEM
Highway Ramps <i>Overpass on and off-ramps. Highway crossings are often barriers to cyclists</i>	C	Bronson Bridge at Colonel By Dr north The City plans to change the existing on-ramps from Colonel By Dr to Bronson Ave into T intersections.
Missing Links <i>Bike lanes that end unexpectedly. Lack of connection between existing bike lanes, causing cyclists to merge unexpectedly into traffic</i>	C	Laurier SBL eastern & western connections (links to the rest of the East-West Bike Corridor) Western connection: The City plans to connect the SBL to Albert/Scott Multi-Use Pathway (MUP) through property owned by the Ottawa Technical school. Eastern connection: In 2014, the City plans to continue the route along Laurier to connect with the bike lane on the bridge over the canal.
	B	Gladstone-Byron-Tyndall The Tyndall-Holland-Byron section was improved with the addition of a bike box, a painted bike lane, and a dedicated turning lane for motor vehicles. Nothing has been done at the Parkdale Ave section.
	C	Hampton Park Link In 2014, the City plans to construct a link from the Hampton Park MUP to the Island Park bike lane.
	A	Sawmill Creek MUP Northern Extension (Walkley Rd to Brookfield Rd) Construction of the pathway began in the Fall of 2013 and is scheduled for completion in 2014.
	A	O-Train MUP – Phase 1 Phase 1 of the O-Train MUP (Young St to the Ottawa River MUP) was completed in 2013. Construction on Phase 2 will start in 2014.
Safety of Underpass Crossings <i>Lack of visibility and room for maneuvering cause safety concerns, especially for head-on collisions</i>	A	O-Train MUP at Somerset St Where the O-Train MUP passes under Somerset St, the lighting is good and the path is straight, both are good safety measures.
	A	Rail Crossing over Carling Ave in Kanata Improvements to signage and lighting were started in 2013 and are scheduled to be complete in 2014.
Required Bicycle Dismount <i>Lack of signage and poor route design lead to confusion about when cyclists must dismount and join pedestrian traffic</i>	A	Colonel By Dr at Hartwell Locks A bike ramp was installed on the Hartwell locks stairs and a traffic island was installed on Colonel By Dr to facilitate crossing to the Carleton University campus.
Inadequate shoulders on fast roads <i>Particularly in rural areas, many roads with high speed limits have limited or poor quality hard shoulders, forcing cyclists into the vehicle lane</i>	B	Fallowfield Rd Shoulder Paving The City paved 1.6 km of shoulders between Greenbank Rd and Larkin Dr.
	F	Hunt Club Rd between Riverside Dr and Canadair Pvt This is a major route with no cycling alternative nearby. This section marks a discontinuity, as bike lanes exist on other parts of the same road to the east and west.



REVIEW OF 2012 TOP 10

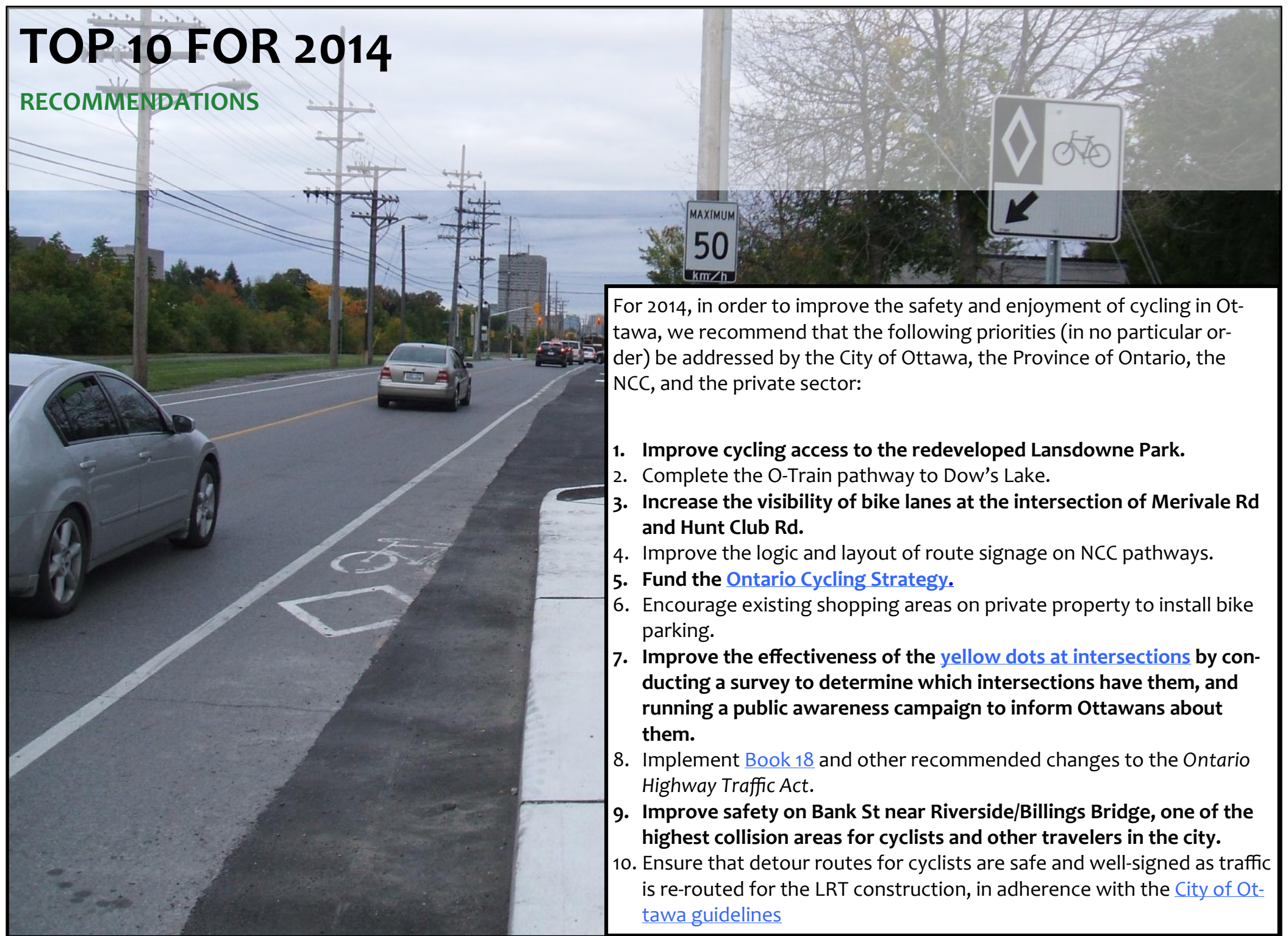
RECOMMENDATIONS

CATEGORY	GRADE	PROBLEM
Lack of Complete Routes <i>Disjointed bicycle paths along major commuting routes, discouraging bicycle commuting</i>	F	Connection to Billings Bridge or Train Yards These major destinations still lack adequate routes for access by bike. There are no official plans to address these issues.
	D	East-West Bike Corridor east of Rideau River The City has identified a route for the East-West Bike Corridor east of the Rideau River, but does not have any near term plans for the section from the Vanier Pkwy to Marier Ave.
Snow Clearing <i>Clearing snow from bicycle paths, and from the sides of roads, would encourage winter cycling</i>	F	Winter Maintenance of Cycling Routes The new OCP identifies a spine network of winter cycling routes. The City will eventually specify a level of service for this network; however a timeline for the full implementation of winter maintenance has not been identified.
Traffic Signals <i>Traffic signals are programmed to prioritize cars over cyclists and pedestrians, leading some to cross intersections against the light</i>	A	Carleton University-Brewer crossride A crossride was installed on Bronson Ave between Carleton University campus and Brewer Park
	B	Watts Creek MUP at Carling Ave and at Holly Acres Rd A bike/pedestrian crossing signal for the Watts Creek Pathway at Holly Acres Rd was installed in 2013 along with a crossride. The City plans to install a similar treatment for the Carling Ave crossing in 2014.
	F	Hartwell Locks access road at Prince of Wales Dr This road links the Experimental Farm Pathway with the Rideau Canal Pathways. The wait time at the crossing is high. The signal programming should be changed to shorten the wait time for pathway traffic.
	F	Experimental Farm Pathway (Fisher Ave and Maitland Ave) The wait time at the crossing is high. The signal programming should be changed to shorten the wait time for pathway traffic.
Bicycle parking <i>Cyclists need safe, convenient locations to lock up their bicycles</i>	B	Bike Parking A new bike coral was installed in the Byward Market; more blue racks were installed along Laurier Ave; some Business Improvement Areas (BIAs) installed racks with BIA identified designs (e.g. 'G' post and ring racks along Bank St in the Glebe, new bike parking on Sparks St)
	F	Accessible parking for condominium developments Visitors should be provided with bike parking outside of buildings instead of only making secure bike parking available to residents.
Wayfinding <i>Proper signage allows cyclists to effectively navigate the roads</i>	A	O-Train MUP Wayfinding Wayfinding signage was installed along the O-Train MUP route at major cross streets, and on Somerset St to indicate the MUP entrance.
	B	NCC Rural MUP Wayfinding The NCC began installing new signage on the new Rural MUP network. Approximately half of the route is now complete.
	F	Ottawa River MUP The NCC MUP between Booth St and the Rideau Locks lacks sufficient and effective signage, increasing potential for confusion brought about by the confluence of several paths in the area. There is a need for effective signage to help navigate.



TOP 10 FOR 2014

RECOMMENDATIONS



For 2014, in order to improve the safety and enjoyment of cycling in Ottawa, we recommend that the following priorities (in no particular order) be addressed by the City of Ottawa, the Province of Ontario, the NCC, and the private sector:

1. **Improve cycling access to the redeveloped Lansdowne Park.**
2. Complete the O-Train pathway to Dow's Lake.
3. **Increase the visibility of bike lanes at the intersection of Merivale Rd and Hunt Club Rd.**
4. Improve the logic and layout of route signage on NCC pathways.
5. **Fund the [Ontario Cycling Strategy](#).**
6. Encourage existing shopping areas on private property to install bike parking.
7. **Improve the effectiveness of the [yellow dots at intersections](#) by conducting a survey to determine which intersections have them, and running a public awareness campaign to inform Ottawans about them.**
8. Implement [Book 18](#) and other recommended changes to the *Ontario Highway Traffic Act*.
9. **Improve safety on Bank St near Riverside/Billings Bridge, one of the highest collision areas for cyclists and other travelers in the city.**
10. Ensure that detour routes for cyclists are safe and well-signed as traffic is re-routed for the LRT construction, in adherence with the [City of Ottawa guidelines](#)



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Jocelyne Moncion, Officer, Public and Community Relations, NCC

Tais McNeil, RightBike, Causeway Work Centre

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CN Cycle <http://www.cncycle.ca/>

INITIATIVES

Jocelyne Moncion, Officer, Public and Community Relations, NCC

NCC <http://www.ncc-ccn.gc.ca>

Jamie Stuckless, Transportation Demand Management Public Outreach Events Coordinator, EnviroCentre

Tais McNeil, RightBike, Causeway Work Centre

Gabrielle Trépanier-Binet, Program Assistant, Protection Services, Parking and Sustainable Transportation, Ottawa University

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PHOTO CREDITS

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P. 20 — RightBike

p. 21 — EnviroCentre

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Citizens for Safe Cycling

30
years



[Citizens for Safe Cycling](#) was formed as a non-profit association in Ottawa in 1984. We promote cycling as a viable means of transportation by advocating for improved education, facilities, legislation, and enforcement.

