

2015 OTTAWA REPORT ON BICYCLING



Citizens for Safe Cycling



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TABLE OF CONTENTS

INTRODUCTION

- CYCLING FACT SHEET

CYCLING IN 2014

- INVESTMENTS
- TRAFFIC MARKINGS FAQ
- 2014 MUNICIPAL ELECTION
- COMMUNITY
- COMMUTER CHALLENGE

RECOMMENDATIONS

- REVIEW OF 2014 TOP 10
- TOP 10 FOR 2015

REFERENCES

.4

.5

.7

.12

.14

.16

.23

.24

.27

.29



INTRODUCTION

Citizens for Safe Cycling (CfSC) was formed in 1984 to promote cycling as a viable means of transportation. We promote cycling by advocating for improved education, facilities, legislation, and enforcement. We produce an annual report to support and showcase cycling in Ottawa. Through the fall and winter of 2014-15, a group of volunteers brainstormed, planned, collected data, discussed and evaluated, edited and found photos. This is the fourth annual Ottawa Report on Bicycling.

Getting the Whole Picture

Last year, we published the [2014 Report](#) with a map showing infrastructure improvements that happened in 2013. CfSC volunteers brainstormed a list of improvements, but there were challenges getting input from City staff. So this year, we requested City staff's input even earlier. We were pleased to receive a fairly complete list of City of Ottawa cycling infrastructure projects completed in 2014. Since cycling falls under a number of different departments, the complete picture on cycling within the City is not clear. The lack of this complete picture is one of the main reasons why we started producing an annual report on cycling in Ottawa. CfSC's annual report fills the need for a document that tracks all aspects of cycling in Ottawa. That's our goal, and we think we are getting closer to providing a comprehensive picture with each edition of the report.

Top Ten

Coming up with a Top Ten list of recommended improvements and tracking them over the years with a small group of volunteers is challenging. This year, we sought input from CfSC's Advocacy Working Group (AWG), which is led by long-time volunteer Paul Clarke. The group consists of about 30 people (not all of whom attend every meeting). They meet every 4-6 weeks to track infrastructure, such as intersections, detours, new bike lanes, etc.

Members of the AWG graded progress on the 2014 Top Ten recommendations. They also spent an entire evening preparing an inventory of issues for the 2015 report. We then decided to bring the list to cyclists in Ottawa through an online survey. We asked cyclists to identify what they thought were important issues from the AWG's list of forty or so. Of course, the survey is not scientific, but it's a fair measure of the pulse of what Ottawa's cyclists think is important. About 200 people responded. The results are included in this report on p. 27.

Road Markings

This year you can also find a Q & A about new road markings. We often see cyclists waiting at traffic lights or getting off their bikes to push the pedestrian button. Most do not realise that the yellow dots also trigger lights. Many people – cyclists and drivers of motor vehicles alike – have questions about how to use green boxes and sharrows. These questions are addressed in this report on p.12.

As usual, all this work is all done by volunteers. There are about 50 active CfSC volunteers, and that doesn't even include the dozens of volunteers who work at the RBC Bluesfest Bike Parking. If you think cycling advocacy is worthwhile, consider becoming a member. Send an email to membership@bikeottawa.ca and Simone will let you know what to do. Memberships start as low as \$10 a year.

We hope you appreciate this report. If you have any questions or comments, you can reach us through info@bikeottawa.ca.



CYCLING FACT SHEET

INTRODUCTION

2014 OTTAWA CYCLING STATS

363,619	Number of bike trips counted on Laurier Bike Lane in 2014
540	Number of OC Transpo buses with Rack & Roll systems
40	Percentage increase in bike trips in Ottawa between 2005 and 2011
50,000	Number of bikes parked by Citizens for Safe Cycling at Ottawa's RBC Bluesfest since 2006
2,000	Estimated number of bike parking spots in downtown Ottawa
110,000,000	Dollar amount to be invested in cycling infrastructure for links, parking, bridges and tunnels until 2031
54	Average number of deadly bike collisions in Canada per year between 2008 and 2012
2	Average number of deadly bike collisions in Ottawa per year since 2003
35	Percentage of suburbanites waiting for better infrastructure before they'll bike
306,580	Number of bike trips counted on the Portage Bridge between April and November 2014
6,950	Number of 'winter bike trips' counted along the Rideau Canal between January and March 2014
12	Length of the East-West Bikeway in kilometres
16,000,000	Estimated number of bike trips made in Ottawa every year
2,084	Average hours of sun in Ottawa per year
278	Number of days with maximum temperatures above 0 degrees Celsius
92	Number of days above 0 degrees Celsius AND more than 1 mm of rain
44	Number of years that the NCC has organised Sunday Bike Days (Cycloviva)
890,000	Total number of visits to the NCC Sunday Bike Days
16	Number of hubs in 2014 for RightBike community bike share program
62	Number of RightBike's purple bikes
944	Total number of trips made on RightBike's purple bikes
60-70	Number of volunteers for the Pathway Patrol



INVESTMENTS

CYCLING IN 2014

OTTAWA CYCLING BUDGET TRENDS (2011-2015)

We combed the draft budget for any initiative that mentioned cycling, and even a few that didn't. If a dollar value was attached, we've included it this graph. That means that certain items, like painted bike lanes that might get added as part of a major roads and sewers project, aren't included here, since no dollar value was attached.

Term-of-Council Priorities

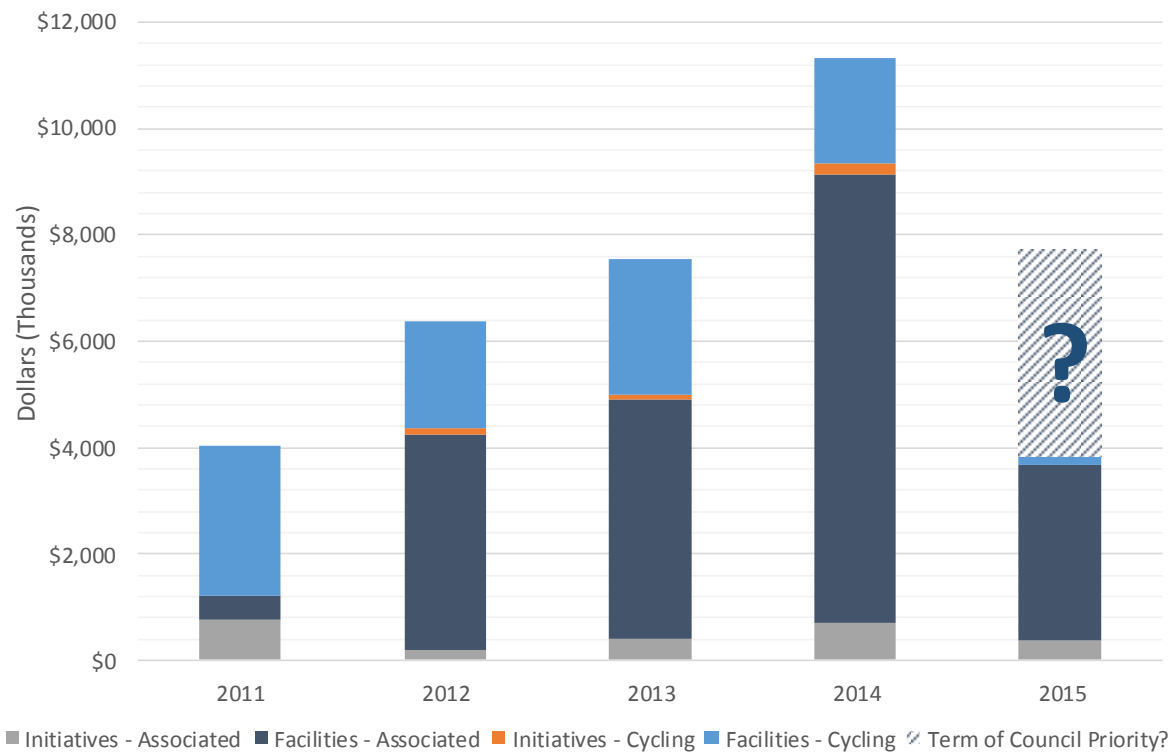
These will determine a special "Strategic Initiatives" budget that won't be debated until late spring. Projects vying for a portion of the \$32 million in capital funding include areas as diverse as homelessness, arts and culture, river clean-up, and walking and cycling. We've added a hatched box to represent the average of \$3.9 million per year required to be on track to fully fund the Ottawa Cycling Plan out to 2032 (\$70 million over 18 years). Since cycling infrastructure projects are not included in the city's 2015 transportation budget, we must count on council prioritizing cycling infrastructure. Not only will this be a difficult choice, considering all the deserving projects on the table, but adds uncertainty and more delay to getting shovels in the ground.

Initiatives associated with cycling

These programs include a strong cycling component, but could not be financially separated as being cycling-specific. For 2015, they include programs such as the commute smart challenge, school travel planning, the Ottawa cycling map, commuter surveys, and cycling and walking safety campaigns.

Facilities associated with cycling

Most of these funds are for preliminary work on a major pedestrian-cyclist structure: either 'repurposing' the Prince of Wales bridge, or building new Fifth-Clegg bridge. We also included the repair and paving of pathways through parks where these could be useful connections or routes to schools (Hiawatha Park, Owl



Park, Avalon Trail, Quarry Ridge).

Cycling Initiatives

\$0 for 2015. The past Term-of-Council Priorities allocated funds for cycling safety initiatives.

Cycling Facilities

\$160,000 for the Main Street cycle track, as part of the larger Main street reconstruction project. Any other funds for cycling-specific infrastructure in 2015 will most likely come from the Term-of-Council Priorities: infrastructure funding from the past Term-of-Council priorities is what made innovative projects like the Laurier SBL and the Churchill Avenue cycle tracks possible.

INVESTMENTS

CYCLING IN 2014



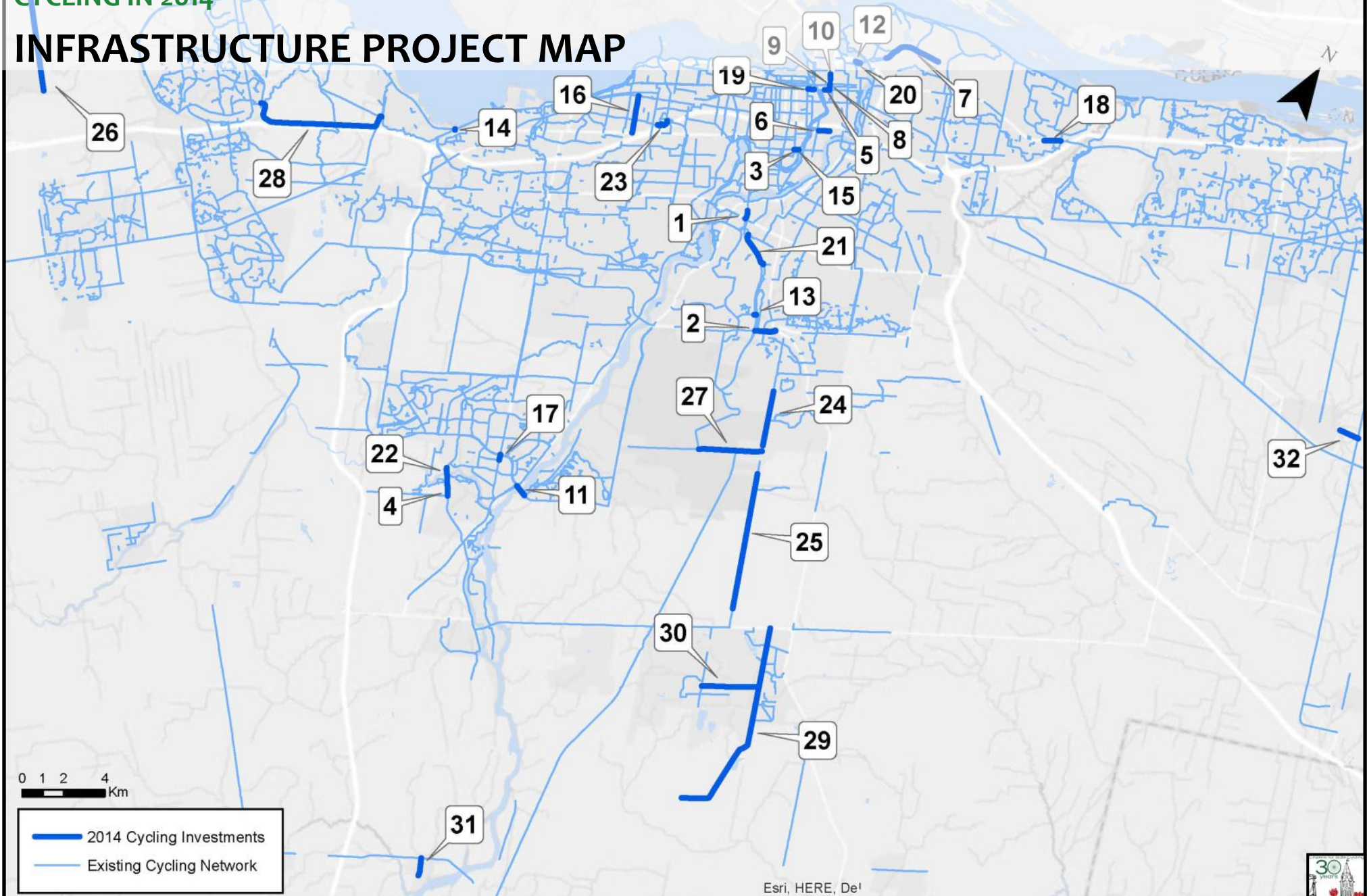
“Super sharrow” on Cummings Bridge



INVESTMENTS

CYCLING IN 2014

INFRASTRUCTURE PROJECT MAP



INVESTMENTS

CYCLING IN 2014

INFRASTRUCTURE PROJECT MAP

ID	NEW PROJECT	FACILITY TYPE	LOCATION DESCRIPTION
1	Heron Rd Ramps Bike Lane	Bike Lane	Heron Rd Ramps - Bronson to Heron Rd
2	Hunt Club Rd Bike Lane	Bike Lane	Hunt Club Rd - Airport Pkwy to Bank St
3	Fifth Ave Bike Lane	Bike Lane	Fifth Ave - O'Connor St to Queen Elizabeth Dr
4	Jockvale Rd Bike Lane	Bike Lane	Jockvale Rd - Longfields Dr to Cambrian Rd
5	Laurier Ave Bike Lane	Bike Lane	Laurier Ave - Waller St to Cumberland St
6	Lees Ave Bike Lane—Eastbound	Bike Lane	Lees Ave - 75 m East of Main St to Chestnut St
7	Hemlock Rd Bike Lane	Bike Lane	Hemlock Rd - Marier Ave to St. Laurent Blvd
8	Cumberland St Bike Lane	Bike Lane	Cumberland St - Laurier Ave E to Wilbrod St
9	Cumberland St Bike Lane - Southbound	Bike Lane	Cumberland St - Stewart St to Wilbrod St
10	Cumberland St Bike Lane - Southbound	Bike Lane	Cumberland St - George St to Besserer St
11	Strandherd Armstrong Bridge Bike Lane	Bike Lane	Strandherd Armstrong Bridge - Prince of Wales Dr to River Rd
12	Laurier Ave Bike Lane—Westbound	Bike Lane	Laurier Ave Bike Lane - Queen Elizabeth Dr on-ramp to Elgin St
13	Airport Parkway Ped-Cyclist Bridge	Bridge	Airport Parkway Overpass - Cahill Dr W to Sawmill Creek MUP
14	Carling Ave Crossride	Crossride	Ottawa River MUP - Crossride at Carling Ave
15	Queen Elizabeth Dr Crossride	Crossride	Queen Elizabeth Dr Crossride - Fifth Ave to Rideau Canal West MUP
16	Churchill Ave Cycle Track	Cycle Track	Churchill Ave - Byron Ave to Carling Ave
17	Woodroffe Ave Cycle Track	Cycle Track	Woodroffe Ave - Strandherd Dr to Nepean Woods Station Bike Parking



INVESTMENTS

CYCLING IN 2014

INFRASTRUCTURE PROJECT NO. 16 — CHURCHILL AVENUE CYCLE TRACK



INVESTMENTS

CYCLING IN 2014

INFRASTRUCTURE PROJECT MAP

ID	NEW PROJECT	FACILITY TYPE	LOCATION DESCRIPTION
18	Montreal Rd Cycle Track	Cycle Track	Montreal Rd - Ogilvie Rd to Shefford Rd (westbound) & Sinclair St to Shefford Rd (eastbound)
19	Laurier Ave Cycle Track—Eastbound	Cycle Track	Laurier Ave Cycle Track - Elgin St to Queen Elizabeth Dr on-ramp
20	St. Patrick St Cycle Track	Cycle Track	St. Patrick St - Island Lodge Rd to Charlotte St
21	Hampton Park MUP	MUP	Island Park/Merivale to east end of Sebring Ave
22	Sawmill Creek MUP Extension	MUP	Sawmill Creek MUP - Walkley Rd to Brookfield Rd
23	Jockvale Rd MUP	MUP	Jockvale Rd - Cambrian Rd to 60 m south of Jock River
24	Albion Rd Paved Shoulders	Paved Shoulders	Albion Rd - 200 m North of Leitrim to Lester
25	Albion Rd Paved Shoulders	Paved Shoulders	Albion Rd - Tullamore to 35 m South of Del Zotto Ave
26	Carp Rd Paved Shoulders	Paved Shoulders	Carp Rd - Richardson Side Rd to Donald B Munro Dr
27	Leitrim Rd Paved Shoulder	Paved Shoulders	Leitrim Rd - Bowesville Rd to Albion Rd
28	Corkstown Rd Paved Shoulder	Paved Shoulders	Corkstown Rd - Moodie Dr to March Rd
29	Old Prescott Rd Paved Shoulder	Paved Shoulders	Old Prescott Rd - Mitch Owens Rd to Stagecoach Rd
30	Parkway Rd Paved Shoulder	Paved Shoulders	Parkway Rd - Stagecoach Rd to Old Prescott Rd
31	Rideau Valley Dr Paved Shoulder	Paved Shoulders	Rideau Valley Dr - Roger Stevens to Dorack
32	Colonial Rd Paved Shoulders	Paved Shoulders	Colonial Rd - 140 m East of Delson Dr to Frank Kenny Rd



TRAFFIC MARKINGS FAQ

CYCLING IN 2014

I'M CYCLING...



- Q.** There are no pavement markings or bike route sign on my regular commuter route - should I be using a different road?
- A.** Pavement markings like sharrows indicate that this is a good cycling route, and that cars should leave extra space for cyclists; however, cyclists can use any road whether it's marked or not.
- Q.** Should I be riding right in the middle of the sharrow? It seems awfully narrow.
- A.** You should be riding in the middle of the sharrow, or the usual 1 metre from the curb or parked car.
- Q.** There were yellow dots at an intersection last year that indicated where to place your bike to prompt the lights to change but they've worn off. Is there a way to guess where the most sensitive spot is to prompt the lights to change?
- A.** In many cases, it is possible to see the lines cut in the pavement where the wires were inserted for the detection loop. Try to place your bike lengthwise right on top of one of the lines. Also, call 3-1-1 to report the problem so that a City crew will reapply the dots.
- Q.** How can I be sure that the light will change eventually when I'm waiting on a yellow dot - it seems to take forever.
- A.** At some intersections, the pedestrian signals for the intersecting direction change from 'Walk' to 'Don't Walk' soon after you ride onto the yellow dot. At other intersections, you just have to wait.
- Q.** What does it mean when there is a row of green boxes down the middle of a lane like on the Bank Street Bridge or Cummings Bridge?
- A.** These are called "super sharrows" or "take-the-lane" sharrows, which are simply sharrows made more conspicuous with green paint; cyclists should ride through their centre.



TRAFFIC MARKINGS FAQ

CYCLING IN 2014

I'M DRIVING...



- Q.** There are sharrows marked on my route. Am I allowed to drive over them and near the curb when there are no cyclists there?
- A.** A sharrow indicates motor vehicles share the lane with cyclists. When cyclists are present they must be treated as vehicles. When no cyclists are there, the lane can be treated as a normal lane.
- Q.** I take a one-way street with a bicycle lane on the left side. The bicycle traffic flows in the opposite direction. How am I supposed to make a left turn safely?
- A.** Usually, there is a barrier separating you from the contra-flow bike lane. Whether there is a barrier or not, always keep to the right of any yellow line when getting into position for a left turn.
- Q.** When is it OK for me to drive over a section of pavement painted green?
- A.** High bicycle-vehicle conflict areas are sometimes painted green. Motorists can drive across these areas but must be extra cautious of cyclists who may be using the lane.
- Q.** At a red light, can a bike pass a row of cars on the right and get in front of everyone to get to a green bike box? As a slower vehicle, it could hold up everyone when the light turns green.
- A.** A bike box is used at intersections to designate a space for cyclists to wait in front of cars at a red light, and to proceed through the intersection first when the light turns green, followed by drivers. Cyclists should not pass on the right of a vehicle if there is no designated cycle lane, unless the vehicle being passed is about to turn left. Where there is a cycle lane leading up to the bike box, a cyclist may pass a row of cars on the right, but they should do so with extreme caution.
- Q.** What does it mean when there is a row of green boxes down the middle of a lane (like on the Cummings Bridge)?
- A.** Motorists must either remain behind the cyclist who is taking the centre of the lane, or completely change lanes to pass. These “super sharrows” are sometimes placed in high-conflict areas where the curb lane is too narrow to safely accommodate side-by-side vehicle-bicycle traffic.
- Q.** When I get to an intersection with a bike lane, should I get into the bike lane to make a right turn?
- A.** Usually, the solid white line on the bike lane changes to a dashed line when it approaches an intersection. If so, you should move to the curb lane to make your turn. This makes it safer for cyclists who are riding straight through the intersection to be seen, and easier for them to keep clear of right-turning motor vehicles.



“Super sharrow” on Cummings Bridge



2014 MUNICIPAL ELECTION

CYCLING IN 2014

CfSC ELECTION QUESTIONNAIRE

In the lead-up to the 2014 Ottawa Municipal elections, a team of CfSC volunteers put together a short questionnaire for Ottawa's cyclists, an election platform based on the results of that questionnaire, and a series of three questions for candidates.

The initial questionnaire asked about the importance of certain infrastructure projects, such as filling potholes, complete streets, or paving the shoulders on rural roads; specific location-based projects; and other, non-transportation-related projects such as, safety programs and yellow dots at intersections. Members were given a week and a half to respond to the CfSC survey. Over 300 responded to the survey with thoughtful, in-depth answers. At the time, our membership stood at approximately 220. This means that the population actively engaged in cycling issues in the city is larger than our membership, and that CfSC is reaching a wider population.

The team of volunteers developed a comprehensive platform addressing the key concerns expressed by survey respondents. The final platform can be viewed [on the CfSC website](#). A central principle of the platform was to increase the percentage of the transportation budget spent on cycling infrastructure to reflect the current ridership, which the City previously estimated to be at 2.5% [OCP, p. 14]. In doing so, projects that CfSC identified as top priorities – such as the Rideau Canal Crossing (at Fifth Avenue and Clegg Street) – could be funded over a shorter timeline.

In addition, the following three questions were sent to all city council and mayoral candidates (the mayoral questions were slightly different, reflecting their wider scope):

- **What is the next important bicycle infrastructure project in your ward?**
- **What measures should be implemented to ensure the safety of all road users?**
- **Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?**

Of the 113 candidates for city council contacted by CfSC, 59* sent in responses to the questions. In the mayoral race, three candidates returned responses, including incumbent Mayor Jim Watson. All responses received were uploaded to CfSC's website so voters could know more about their ward candidates' positions on cycling.



Crossride at intersection of Fifth Avenue and Queen Elizabeth Drive

2014 MUNICIPAL ELECTION

CYCLING IN 2014

CANDIDATE RESPONSES

Of those who were elected to the council, the following provided responses, which can be viewed [on the CfSC website](#):

Ward 1 – Orleans: Bob Monette

Ward 4 – Kanata North: Marianne Wilkinson

Ward 7 – Bay: Mark Taylor

Ward 12 – Rideau-Vanier: Mathieu Fleury

Ward 14 – Somerset: Catherine McKenney

Ward 17 – Capital: David Chernushenko

Ward 21 – Rideau-Goulbourn: Scott Moffatt

Ward 3 – Barrhaven: Jan Harder

Ward 5 – West Carleton: Eli El-Chantiry

Ward 9 – Knoxdale-Merivale: Keith Egli

Ward 13 – Rideau-Rockcliffe: Tobi Nussbaum

Ward 15 – Kitchissippi: Jeff Leiper

Ward 19 – Cumberland: Stephen Blais

**It should be noted that some candidates reported technical difficulties with email communications; therefore, it is possible that some candidates did not receive the questions.*

Of the successful candidates, four supported CfSC's platform principle to match the percentage of the transportation budget spent on cycling infrastructure to ridership. Others supported the idea of increasing the proportion in principle but would not commit to a specific percentage target, or stated they would need further information and an opportunity to review proposed budgets in detail. None was against continuing or increasing funding for cycling infrastructure in the city.

There were a number of positive results. Successful candidates expressed a desire to continue or improve partnerships with stakeholder groups, including CfSC, Safer Roads Ottawa and the Ottawa Police. Increased education for cyclists and motorists alike was repeatedly cited as the best way to improve safety on the roads, though many respondents chose not to suggest who would be responsible for providing this education. The Complete Streets Policy was also identified as essential to road safety as it ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, including cyclists, pedestrians, motorists, transit users and the mobility-impaired. Restricted speeds and traffic calming measures on residential and mixed-use roads were also cited by more than one successful candidate.

CfSC will continue to engage with the successful candidates and the City of Ottawa to ensure that commitments made during their campaigns are remembered and the needs of cyclists are considered in future budgets and policy decisions.



Do-it-yourself bike repair station in front of City Hall

COMMUNITY

CYCLING IN 2014

INITIATIVES

Bike Corrals

The city of Ottawa introduced new bicycle parking infrastructure including distinctive bike corrals. In early July, the corrals were installed in the Glebe, Hintonburg and Wellington West, providing high-quality, on-street bicycle parking in retail destination areas that are typically under-served for bike parking. Each corral provides parking for up to 12 bicycles within a space typically occupied by one car. The City also unveiled plans to include 1,000 secure and supervised bike parking spaces at Lansdowne Park during major events.

COMMUNITY

CYCLING IN 2014

INITIATIVES

RightBike

This community-owned and neighbourhood-based bike share service is easily recognizable in Westboro, Wellington West, and the Glebe by its refurbished purple bicycles. For the April - October bike season in 2014, Right Bike expanded to 16 hubs. They also introduced the “bakfiets”, a trike designed for transporting loads. In addition to its bike sharing, RightBike offered a supervised D.I.Y. bike mechanic service in the fall.

Vélo-Vanier

Vélo-Vanier lends recycled and repaired bikes in order to make bike riding accessible to everyone, especially low-income individuals and families living in the Vanier area. Vélo-Vanier also organizes group bike rides to encourage families to discover local resources. Vélo-Vanier is based on the Vanier community's environmental values (recycling and green transportation). The program loaned 64 bikes to individuals in the community in 2014. Over a 6 week period, 80 summer camp participants used Vélo-Vanier bikes once per week. Vélo-Vanier was open 1 day per week in June and July of 2014 and 2 days per week in August and September.

University of Ottawa

The University of Ottawa completed several cycling initiatives and cycling infrastructure projects. The university paved an eight-foot-wide contraflow bike lane on the one-way street that snakes through the campus, and painted sharrows on the road. It has made it safer for cyclists on campus, and especially those riding south from Laurier Avenue through campus. Additionally, the University added a second secure bike enclosure with a capacity for 100 bikes in the lower level of the parking garage at Desmarais Hall. The university's bike share program supported 46 users in 2014, with 360 loans.

Sunday Bike Days

Again in May the National Capital Commission (NCC) opened the city's parkways exclusively to cyclists for its Sunday Bike Days. This year, as part of its safety awareness campaign, the NCC offered two cycling safety awareness clinics. The clinics included 14 safety blitzes and volunteer patrols of NCC parkways.

VeloGO

The U.S.-based bikeshare company Cyclehop replaced Ottawa's BIXI bike share program with VeloGO. VeloGO will have 500 bikes in what is promised to be 50 locations. The launch has been delayed from August 2014 to Spring 2015. They will offer single-trip prices, and monthly plans with one hour of riding per day.



COMMUNITY

CYCLING IN 2014

INITIATIVES

Commute Smart Challenge - September 14-21 (formerly Sustainable Transportation Week)

This campaign aimed to encourage participants to look at all the trips they make, not just the commute to work, and to think about which trips – for errands, for entertainment, for business or pleasure – could be made using sustainable transportation. This year, 654 participants recorded 1,574 trips by bicycle, roller blade and skateboard, for a total of 9,922 km. The Commute Smart Challenge also involved outreach at popular events like the Pride Parade Community Day and the Folk Festival, as well as at Park and Ride stations. On September 13, Ottawa's first Open Streets Festival was held on Main Street, in collaboration with the Main Farmers' Market

Bike to Work Month - May

In May, EnviroCentre organized the 5th annual Bike to Work Month. The 2014 campaign focused on encouraging people to ride all or part of the way to work, whenever it was convenient. A focus on workplace teams allowed new cyclists to be supported by seasoned cyclists as well as allowing for friendly rivalry between different workplaces. In all, 81 workplace teams and 1,568 individuals, including 342 first-time cycle commuters, parked their car and competed for more than \$6,000 in sponsored prizes. In total, 157,331km were cycled. The EnviroCentre supported riders by delivering 23 Lunch and Learn workshops entitled "Introduction to Cycle Commuting" and "Basic Bike Maintenance". Citizens for Safe Cycling lent its BikeMobile to EnviroCentre for the duration of the Bike to Work Campaign to facilitate public outreach at 18 different workplaces, public events and farmers' markets. For the first time, two Bike to School and Work events were held, in partnership with Green Communities Canada. Both events saw bike modal shares at participating schools of around 24%.



COMMUNITY

CYCLING IN 2014

INITIATIVES



Crossride at intersection of Ottawa River MUP and Carling Avenue

Advocacy Working Group

The Advocacy Working Group (AWG) carries out one of CfSC's key roles, that of spokesperson for area residents who cycle for transportation and leisure. In interactions with politicians, public servants, and local businesses, they inform, recommend, and act as a sounding board on issues affecting cycling.

In addition to work on the 2014 municipal election mentioned elsewhere in this report, here is some example activity of the AWG from the past year:

- Participated in the planning study for the O'Connor Street Bikeway
- Worked with the Public Advisory Committee for Phase 2 of the O-Train Multi-use Pathway
- Provided feedback to city planners on proposed expansion of winter maintenance on cycling routes
- Recommended improvements to construction detours — such as Booth/Albert/Preston/Scott bus rerouting and rotating closures of the Rideau River Pathways under Highway 417 (all involving the City's Rail Implementation Office) and Watts Creek Pathway rehabilitation (National Capital Commission)
- Represented cyclists in numerous Public Consultation Groups, such as Planning and Environmental Assessment Studies for Baseline Road Rapid Transit Corridor and for the extensions of the LRT line
- Monitored and gave feedback about many installations of new cycling infrastructure, such as the new crossride at Carling Avenue for the Ottawa River Pathway

To our regular meetings, AWG participants bring a vast cycling experience from a broad geographical area across the city. Positions developed in our sessions are worked into the writing of letters/e-mails and carried to the various forums that members attend.



COMMUNITY

CYCLING IN 2014

EVENTS

2014

Spring.Bike.Ottawa

CfSC's 3rd annual Spring.Bike.Ottawa was held at McNabb Community Centre on March 22. The event featured speakers from community groups, the City, and others. Speakers shared highlights from the 2013 cycling season and new cycling-related initiatives planned for 2014. Topics included: the Winter Cycling Conference, Vanier cycling initiatives, CfSC's Advocacy Working Group, Understanding the City Budget, the Ottawa Report on Bicycling, and the "I Bike, I Vote" Campaign.

CN Cycle for CHEO

Despite the rain, hundreds of cyclists came out for the CN Cycle for CHEO event on May 4 and helped raise awareness and over \$3,134,692, for children's oncology. The 2014 edition held three different cycling events along the Ottawa River Parkway and the Rideau Canal: 70K Cycle, 35K Cycle, 15K Cycle and Inline Skate.

Family Winter Bike Parade

On February 8, CfSC organized the 3rd annual Family Winter Bike Parade. Approximately 30 cyclists rode together from City Hall to 8 Locks Flat through the Sandy Hill neighbourhood. Hot chocolate was donated by 8 Locks Flat for cyclists to enjoy at the end of the ride.



COMMUNITY

CYCLING IN 2014

EVENTS

Capital Vélofest

Ottawa's 4th annual Capital Vélofest was held on May 31. The festival offered the opportunity for participants to learn about local cycling initiatives, demo cargo and e-bikes, and develop their cycling skills in the day-long bike rodeo. Over 800 people registered for Tour La Nuit, an all-ages ride under the stars without any cars along city streets. Bikes were lit up with colourful lights and decorations, including a mobile giraffe and a hot tub full of animals and kids!



Tulips on Two Wheels

On May 10th, CfSC's hosted its annual Tulips on Two Wheels event. Cyclists riding along the Rideau Canal MUP near Fifth Avenue were offered a free bike tune-up, as well as free guided group rides to check out the tulips.

Bluesfest

2014 marked a significant moment for RBC Bluesfest and CfSC's bike valet service partnership: on July 6th, volunteers parked their 50,000th bike! The lucky cyclist received a surprise \$500 gift certificate from Kunstadt Sports. Led by Charles Akben-Marchand and entirely volunteer-run, the valet service has grown significantly since its opening year in 2006 when it parked a modest 1,193 bikes.



COMMUNITY

CYCLING IN 2014

EVENTS

This Little Bike Went to Market

On a beautiful Sunday in July, CfSC hosted This Little Bike Went to Market at the Ottawa Farmers' Market at Brewer Park. CfSC had a booth with five cargo bikes and their owners. Cargo bike owners were there to talk and answer questions from farmer market visitors about their bikes. The event drew interest from a wide range of people of all ages and helped to increase awareness of alternatives to the car for running errands, carrying kids and cargo.

Lights on Bikes

On November 6, CfSC volunteers along with Safer Roads Ottawa, Ottawa Public Health, and the Ottawa Police, gave away approximately 400 bike lights to cyclists passing by the Corktown Bridge. The 3rd annual event saw volunteers handing out lights to unlit cyclists during the afternoon commute. Reflectors were also distributed to pedestrians and skateboarders to promote the safety and visibility of everyone traveling along Ottawa's roads and pathways.



Ottawa VELO Vogue

The revamped Velo Vogue website offers spotlights on Ottawa cyclists, their fashion, and their ride. Photographer Zara Ansar, its creator, also organized two bike parades, encouraging cyclists to ride 'en mass'. On August 19, hundreds of fashionable cyclists joined the summer bike ride from the Raw Sugar Cafe to Le Troquet in Hull. Particularly stylish cyclists were snapped at the pop-up photo booth. For the cooler dressers, the 3rd annual plaid parade took place on October 26. Over a hundred cyclists in plaid rode from Confederation Park to the Ottawa Farmers' Market at Brewer Park.

2015



COMMUNITY

CYCLING IN 2014

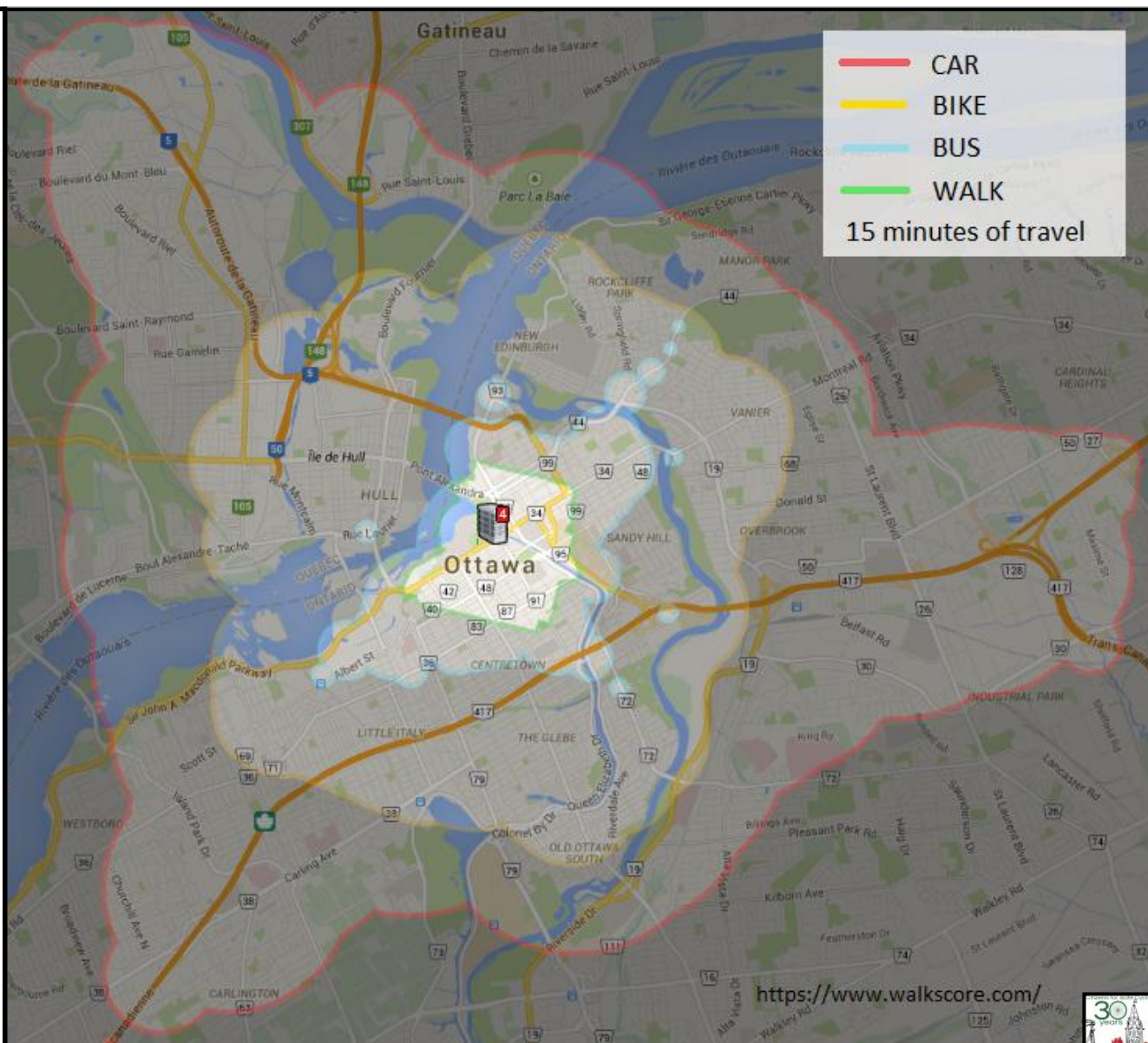
WALKSCORE COMMUTER CHALLENGE

Many factors influence our transportation choices, including efficiency. If you want to compare which travel option will take you the furthest the fastest, WalkScore offers an interactive online tool that will help you figure it out. Take part in your own Commuter Challenge; the results could have you reconsidering your preferred mode of transportation. This map shows an example Commuter Challenge, comparing how far you can travel by different modes (walk, bike, public transit, or private car) in the same amount of time.

We chose downtown on Wellington Street as the starting point of this example Commuter Challenge since all MUPs lead to Parliament and the location is also close to the downtown transit corridor, highways, and many interprovincial bridges. From the starting point, this image shows how far you can expect to travel within 15 minutes on foot, by bike, on the bus, and in a car. Not surprisingly given access to highways, the car takes you the farthest in 15 minutes. But on surface streets a car doesn't take you much further than a bicycle, which placed solidly in second. And, the search for parking is not included in the travel times. In certain directions, transit nearly tied with the bicycle, but on many routes transit was a few blocks behind those who chose to stroll.

To try out the Commuter Challenge in your own neighbourhood, visit www.walkscore.com

WalkScore also works well for its intended purpose, of course, and that is to help people locate housing with a reasonable commute time, and to inform them of what amenities are nearby, so that they can plan to make walking, cycling, and transit a regular part of their day.



REVIEW OF 2014 TOP 10

RECOMMENDATIONS



In our 2014 Report on Bicycling in Ottawa, CfSC recommended a list of “Top 10” cycling-related priorities for that year. As a follow-up to the priorities identified in 2014, 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 recommendations identified in the 2014 report:

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



REVIEW OF 2014 TOP 10

RECOMMENDATIONS

GRADE	2014 RECOMMENDATION	CATEGORY
B	Encourage existing shopping areas on private property to install bike parking The parking by-law is being reviewed in 2015 and bike parking requirements could be added for new buildings. The City has made improvements to public bike parking; however, no changes have been observed on private property.	Bicycle Parking
F	Increase the visibility of bike lanes at the intersection of Merivale Road and Hunt Club Road No progress has been made on addressing this problem.	Dangerous Cycling Area
C-	Improve cycling access to the redeveloped Lansdowne Park Improvements include a cross ride added at Queen Elizabeth Drive and Fifth Avenue, new valet parking and bike lane markings on Fifth Avenue. However, Bank Street access needs improvement, as does the Rideau Canal crossing at Clegg Street and Fifth Avenue. For the latter, the City has a plan, but no funding.	Missing Links
B	Complete the O-Train pathway to Dow's Lake Funding has been approved to continue the path to the south side of Carling Avenue via a cross walk/ride. There is still no plan to connect cyclists from Carling Avenue to Dow's Lake.	Missing Links
F	Seek public's input for projects that impact cycling network Some types of projects don't require public consultations under the Municipal Class EA (ie. Schedule A, and Schedule A+ projects). However, consultations should still be sought, specifically when the project involves roads that are part of the cycling network.	Policy
B	Fund the Ontario Cycling Strategy The previous Liberal government had a plan and money has been allocated. No progress has been made with the new Liberal government.	Policy
B	Implement Book 18 and other recommended changes to the Ontario Highway Traffic Act (HTA) Book 18 is now a part of the Ontario Traffic Manual. Bill 173, the provincial bill that proposed significant changes to the HTA, went through second reading but it failed to pass the legislature before the June election.	Policy
C-	Account for all transportation modes in City design When new developments are proposed, the City needs to ensure that developers account for all transportation modes in their design.	Policy
F	Improve the logic and layout of route signage on NCC pathways No progress has been made on addressing this problem.	Wayfinding
C-	Ensure that the LRT construction detour routes for cyclists are safe and well-signed, in adherence with the City of Ottawa guidelines The City has guidelines for construction zones but they're often not implemented. The construction project in 2014 to widen Albert Street from Booth Street to the City Centre Avenue provides an example of a safe and well-signed detour for cyclists.	Wayfinding



REVIEW OF 2014 TOP 10

RECOMMENDATIONS



City of Ottawa bike parking on Sparks Street



TOP 10 FOR 2015

RECOMMENDATIONS

The recommendations below represent the priorities of approximately 200 people who participated in CfSC's survey in January-February 2015. The long list of potential priorities was brainstormed by CfSC's Advocacy Working Group. Respondents were asked to select their "Top 10 Recommendations for 2015" from the long list of approximately 40 recommendations.

For 2015, in order to improve the safety and enjoyment of cycling in Ottawa, we recommend that the following priorities be addressed by the City of Ottawa, the Province of Ontario, the NCC, and the private sector:

NO. ¹	2015 RECOMMENDATION	CATEGORY
1 (121)	Ensure that developers account for all transportation modes in their designs when new developments are submitted to the City.	Policy
2 (119)	Improve the connection on the northbound Rideau Canal multi-use pathway (MUP) to the Ottawa River MUP at the National Arts Centre (NAC). The route currently requires dismounting from one's bicycle and carrying it up the stairs. This should be considered in the proposed redevelopment of the NAC.	Missing Link
3 (106)	Improve cycling infrastructure on Bank St near Billings Bridge.	Dangerous Cycling Area
4 (104)	Provide advance signals for pedestrians and cyclists at key intersections.	Traffic Signals
5 (103)	Install a crossride wherever a bike path crosses a road instead of requiring bicycle dismounts.	Required Bicycle Dismount
6 (98)	Ensure safe and well-signed detours are in place when traffic is re-routed for construction. When possible, construction zones should separate bike traffic from car traffic.	Wayfinding
7 (88)	Match City spending on cycling to the cycling modal share.	Policy
8 (73)	Give priority to multi-use pathway (MUP) traffic rather than private access road traffic. (Some MUPs have stop signs at every private access road entrance along the path).	Policy
9 (71)	Improve the transition between northbound Bank St to the Rideau Canal multi-use pathway (MUP). A right turn access route is needed to get from the Bank St bridge to the Rideau Canal MUP.	Missing Link
10 (70)	Use speed humps instead of stop signs as traffic calming on roads with bike routes.	Policy

Note 1: Number of votes for each recommendation indicated in brackets.

TOP 10 FOR 2015

RECOMMENDATIONS



Staircase and ramp connecting the northbound Rideau Canal MUP to the Ottawa River MUP at the National Arts Centre (2015 Recommendation no. 2)

REFERENCES

INTRODUCTION

<http://www.bikeottawa.ca/index.php/2-uncategorised/33-ottawa-bicycle-reports>

CYCLING FACT SHEET

RightBike www.rightbike.org

Ecodistricts www.ecodistricts.org

Transport Canada www.tc.gc.ca

Environment Canada www.weather.gc.ca

National Capital Commission www.ncc-ccn.gc.ca

City Wide Sports www.citywidesports.ca

Ottawa Cycling Plan http://documents.ottawa.ca/sites/documents.ottawa.ca/files/documents/ocp2013_report_en.pdf

Ottawa City Budget 2014 <http://ottawa.ca/en/city-hall/budget-and-taxes/budget-2014>

Ottawa Road Safety Report <http://ottawa.ca/en/residents/transportation-and-parking/road-safety/2009-2013-ottawa-road-safety-report>

2015 TOP 10 RECOMMENDATIONS AND REVIEW OF 2014 TOP 10

Citizens for Safe Cycling, Advocacy Working Group

Survey: “Top Ten Cycling Recommendations – 2015” www.surveymonkey.com/s/BikeReport2015

INFRASTRUCTURE PROJECTS

Samuel Roberts, Transportation Planner, Transportation Planning Department, City of Ottawa

BUDGET TRENDS

Budget 2012 <http://ottawa.ca/en/city-hall/budget-and-taxes/budget-2012>

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Budget 2014 <http://ottawa.ca/en/city-hall/budget-and-taxes/budget-2014>

Draft Budget 2015 <http://ottawa.ca/en/city-hall/budget-and-taxes/budget-2015>

THE 2014 MUNICIPAL ELECTION

Citizens for Safe Cycling's 2014 Municipal Election Platform <http://www.bikeottawa.ca/index.php/elections-2014/90-citizens-for-safe-cycling-s-2014-municipal-election-platform>

Ottawa Cycling Plan http://documents.ottawa.ca/sites/documents.ottawa.ca/files/documents/ocp2013_report_en.pdf

Councillors' Ideas <http://www.bikeottawa.ca/index.php/elections-2014/106-ideas>

NEW ROAD MARKINGS: FAQ FOR CYCLISTS AND MOTORISTS

<http://ottawa.ca/en/residents/transportation-and-parking/cycling/sharing-road>

<http://ottawa.ca/en/residents/transportation-and-parking/cycling/cycling-and-law>

<http://ottawa.ca/en/residents/transportation-and-parking/cycling/signs-and-markings>

Shawn McGuire, Coordinator, Cycling and Pedestrian Safety, City of Ottawa

Highway Traffic Act, s. 150 - Passing to right of vehicle http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90ho8_e.htm#BK228

INITIATIVES

Vélo-Vanier. RoseAnne Leonard, Vanier Community Services Centre. <http://www.cscvanier.com/en/community/community-development/bike-vanier>

Cyclehop. John Romero, Chief Operating Officer, www.cyclehop.com

RightBike. www.rightbike.org, <https://www.facebook.com/rightbikeottawa>

University of Ottawa. Daniel Spence, Sustainable Transportation Manager, University of Ottawa

Sunday Bike Days. Jocelyne Moncion, Officer, Public and Community Relations, National Capital Commission

Sustainable Transportation Week and Commute Smart Challenge. Kathleen Wilker, Transportation Demand Management Program Coordinator, EnviroCentre, <http://www.biketoworkottawa.ca/en/>

Rob Wilkinson, Coordinator, Safer Roads Ottawa Program

Bike Corrals. Cycling in the city – Vélo en ville, April 2014 and July 2014 editions (available via travelwise@ottawa.ca)

EVENTS

CfSC Winter Bicycle Parade 2014 <http://bikelanes.ca/cfsc-family-winter-bicycle-parade-2014-in-ottawa>

Spring.Bike.Ottawa 2014 <http://www.bikeottawa.ca/index.php/news/55-spring-bike-ottawa-2014>



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Dick Louch, Capital Vélo Fest Inc. www.capitalvelofest.ca

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Bluesfest. Charles Akben-Marchand, Citizens for Safe Cycling

This Little Bike Went to Market <http://www.bikeottawa.ca/index.php/news/87-cargo-bike-went-to-market>

Lights on Bikes <https://www.facebook.com/safecycling>

TRANSPORTATION CHOICES

www.walkscore.com

PHOTO CREDITS

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P. 17, 31 Elodie Drew

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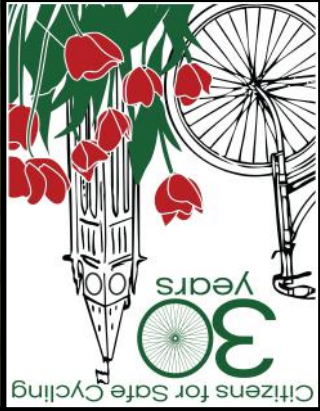
Citizens for Safe Cycling thanks the dedicated volunteers who contributed to the 2015 Ottawa Report on Bicycling:

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Bike Rodeo at Vanier Vélo Fest



Citizens for Safe Cycling (CfSC) is a not-for-profit incorporated, independent, membership-based organization founded in 1984. It is a voluntary association made up of cyclists like you who work for better, safer, environmentally-friendly cycling in the Ottawa area. CfSC is directed by a volunteer board whose members are experienced and committed cyclists and run by a broad base of active volunteers. The organisation promotes greater bicycle use and enjoyment, cycling safety and awareness, bicycle route and road conditions that are safer as well as more pleasant, and an overall increased respect for cyclists in the public domain.

To help grow the voice of cyclists in Ottawa, become a member of CfSC. Visit www.bikeottawa.ca.