



Citizens for
Safe Cycling
bikeottawa.ca

2016 OTTAWA REPORT ON BICYCLING

Cover photo: Andrew Cameron cycling in Ottawa (Andrew Cameron)
See p. 29 for all other photo descriptions and credits

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INTRODUCTION

Thank you for reading the 5th edition of the Citizens for Safe Cycling's annual *Ottawa Report on Bicycling*. Each year the report looks a little different from the previous, as we always strive to provide a fresh take on bike infrastructure in Ottawa. Despite the changes from year to year, our map of infrastructure improvements remains a key feature of the report.

In previous editions, much of our efforts concentrated on presenting a list of planned and built bike infrastructure each year without advance input from the City. Following the release of the report, City staff would often provide feedback about items missing from the list. This year, Citizens for Safe Cycling (CfSC) activities have gained more visibility and now City staff is happy to produce a comprehensive list for us at the time of publishing the annual report, which helps to connect the dots.

As part of our commitment to sharing more data and stories about cycling, this year we also present some research on cyclists' perceptions by Felicity Borgal, one of our board members. Plus, we have included a series of interviews from Ottawa cyclists that describe their reasons for choosing this mode and their biking experiences in Ottawa.

For this year's edition, we changed the format of our Top 10 Recommendations and grading system. We chose not to look back at last year's Top 10 Recommendations and grade the response of the City. Since some projects take years to plan, design, approve and execute, it is not entirely fair to grade these projects after only one year. Instead, this year we will look back to at our very first set of Top 10 recommendations from 2010. Of course, we also have a fresh list of recommendations for 2016 that we will revisit in approximately 5 years' time.

We would like to thank all the volunteer writers, photographers, editors, map makers and coordinators for their hard work putting together yet another impressive report. We would like to thank Schuyler Playford in particular, not only did she oversee the birth of this report, she also gave birth during its production. Congratulations, Schuyler! As a note for next year's edition, if you are interested in bike data, let us know. We are always looking for great volunteers to help pull this report together!

To learn more about Citizens for Safe Cycling, visit our website at www.bikeottawa.ca, drop by at our regular very informal Advocacy Working Group (contact advocacy@BikeOttawa.ca) or send a question to our general email address info@BikeOttawa.ca.

Thank you for your interest and support for safe cycling in Ottawa!

Gareth Davies,

President

Citizens for Safe Cycling



FACT SHEET

| | |
|----------------|---|
| 412,000 | Number of bike trips counted on Laurier Bike Lane in 2015 |
| 3,123 | Busiest single day for trips across the Portage Bridge – Thursday, June 4 th |
| 61,625 | Number of trips across the Portage Bridge in its busiest month – July |
| 4 | Millions of dollars that the city committed to Ottawa Cycling Plan projects in 2015 |
| 10 | Kilometers of fat biking trails in Gatineau Park (plus several more on the SJAM winter trail) |
| 535 | Number of dedicated parking spots available for the NCC's <i>Park and Cycle</i> multi-modal commuting option |
| 40 | Kilometers of city cycling facilities maintained for winter |
| 53 | Percentage of people who feel safe along cycling and walking paths during the day (Ottawa Police 2015 Public Survey) |
| 19 | Percentage of people who feel safe along cycling and walking paths after dark (Ottawa Police 2015 Public Survey) |
| 11.6 | Millions of dollars in capital spending set aside from the Strategic Initiatives allocation for "Community Pathways and Connections" during this 4 year term of council |
| 110 | Number of bicycles in the Ottawa Police fleet |
| April and July | Months Ottawa Police focused on Cycling Safety as part of their Selective Traffic Enforcement Program |
| Over 1000 | Number of participants at Capital Vélo Fest's Tour La Nuit closed-road ride |
| 1 | Number of metres that an overtaking driver must leave between a bicycle and a vehicle, mirror to handlebars |
| 365 | The set fine, in dollars, for "dooring" a cyclist... plus 3 demerit points |
| 110 | The set fine, in dollars, for non-compliance with bicycle light, and reflector requirements. Cheaper (and safer!) to get some lights. |



BUDGET

When it comes to building a great cycling city, it all starts with the City budget. The budget is where a planned project or initiative gets the funding to be implemented, designed and built. That's why our advocacy working group spends a lot of time every year examining the draft budget, with particular focus on what projects are being funded. While we are always trying hard to push for more funding so that we can see more infrastructure and programs in place sooner, the budget is also our project-timing roadmap to our next year of advocacy work. We aim to have input in making each project the best it can be.

Here is what Ottawa cyclists can expect in 2016:

Facilities - cycling: The City committed to fund the implementation of the Ottawa Cycling Plan at a pace of \$4M annually. These funds are allocated to build the cycling facilities outlined in phase 1 of the plan, which includes cycletracks, multi-use paths, as well as paint and signage treatments.

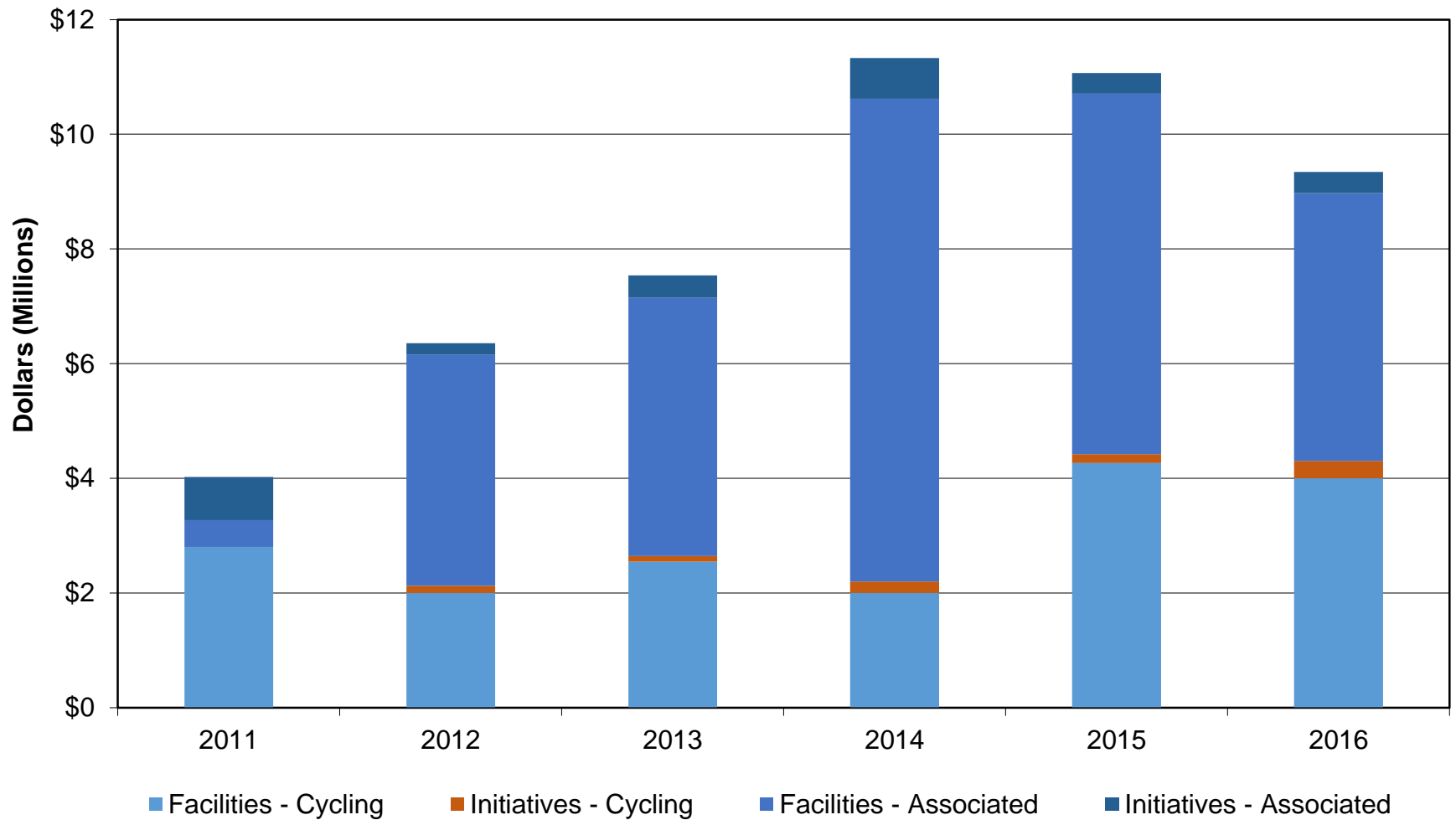
Initiatives - cycling: For the first time this past winter, \$200,000 was put into the Roads Services budget and used to clear snow from an additional 20 km of downtown bike facilities. CfSC will have feedback for the City on how well the snow clearing worked. The cycling safety intersection improvement program also continues.

Initiatives - associated: Funding continues for ongoing transportation demand management programs including Can-Bike, school travel planning, and the bike to work campaign.



Facilities - associated: Three things are worth mentioning in this category. Firstly, \$2.68M was invested into the major structures program to be spent on building the 5th-Clegg footbridge. A similar amount from the 2015 budget, which had been allocated to the now-cancelled Prince of Wales footbridge conversion across the Ottawa River, has been reallocated to the pot for 5th-Clegg project. Secondly, the "community connections" program will receive \$1.6M for several path segments. Finally, \$380,000 will be drawn from the pedestrian safety improvement program to build a pedestrian underpass to Bank Street at Riverside Drive. This is presented as a pedestrian project, but it will be also be well-used by cyclists.

BUDGET

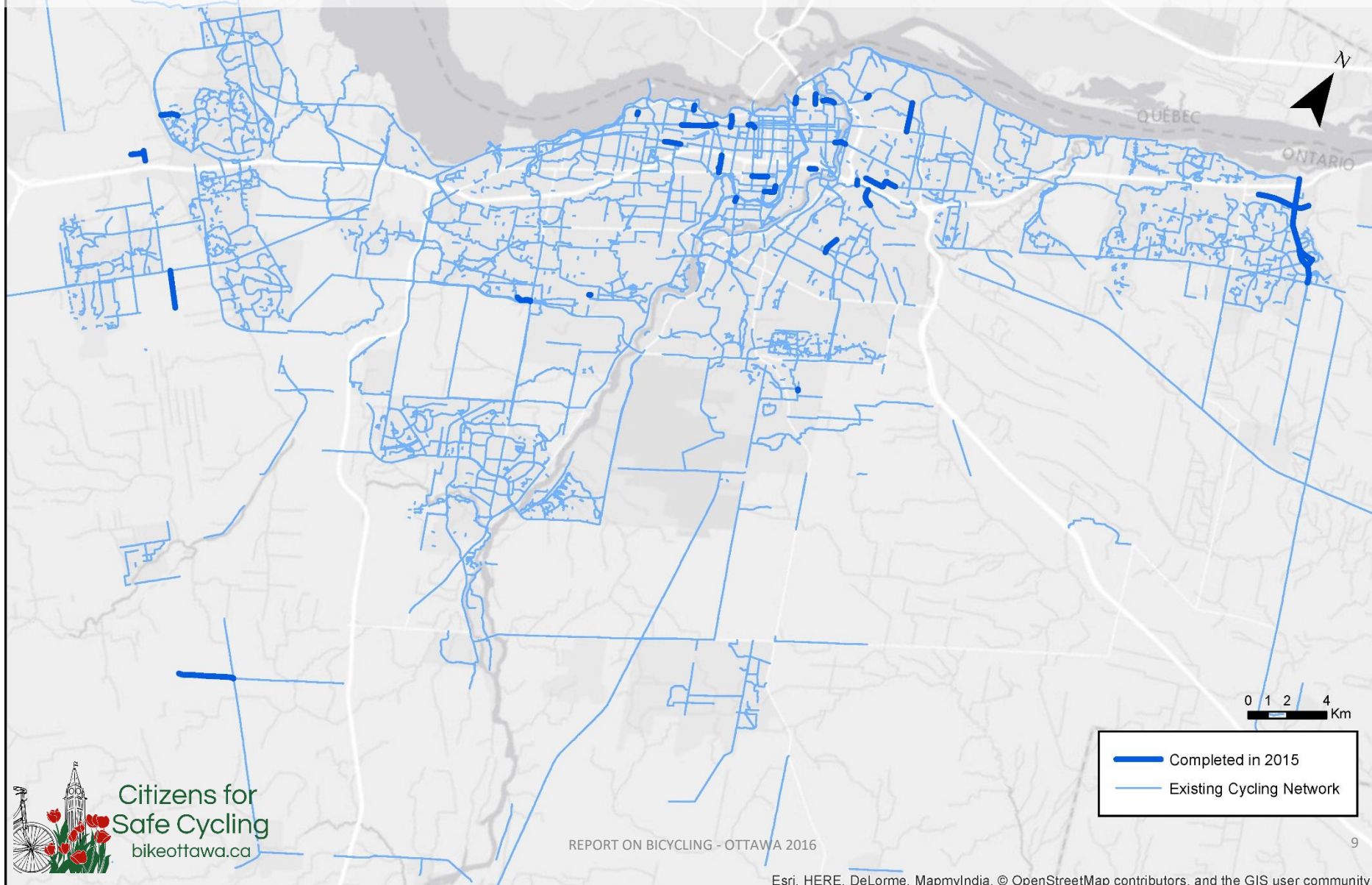


INFRASTRUCTURE

The following tables (pp. 8-11) detail bike infrastructure completed in Ottawa in 2015. Cycle tracks, bike lane segments, paved shoulders, and multi-use path segments are all identified. The map on p. 9 shows all existing bike infrastructure, with 2015 projects highlighted.

| TYPE | LOCATION | FROM | TO | NOTES (2-WAY UNLESS NOTED) |
|----------------------|--------------|-------------------------------------|----------------------------|----------------------------|
| CYCLE TRACK SEGMENTS | Beechwood | Marquette | Corona | One-Way Eastbound |
| | Robert Grant | Abbot | Fernbank | |
| | Campeau | 125 m West Of Tanger North Entrance | Huntmar | One-Way Eastbound |
| | Huntmar | Tanger East Entrance | Campeau | |
| | Huntmar | Campeau | 150 m North of Campeau | One-Way Northbound |
| | Mackenzie | Sussex | Alexandra Bridge | |
| | Coventry | Lola | Belfast | One-Way Eastbound |
| | Bronson | South Ramp to Bronson Place | North Ramp to Colonel By | |
| | Preston | Albert | About 30 m South of Albert | One-Way Southbound |

INFRASTRUCTURE



INFRASTRUCTURE

| TYPE | LOCATION | FROM | TO | NOTES (2-WAY UNLESS NOTED) |
|-----------------------|-------------------|-------------------------------|---|----------------------------|
| BICYCLE LANE SEGMENTS | | | St. Laurent Shopping Centre West Entrance | |
| | Coventry | Belfast | | |
| | Coventry | Shopping Centre West Entrance | Shopping Centre East Entrance | One-Way Eastbound |
| | Coventry | Shopping Centre East Entrance | St. Laurent | |
| | Parkdale | 60 m South of Emmerson | 190 m North of Emmerson | |
| | Byron | Granville | Holland | One-Way Westbound |
| | Holmwood-O'Connor | Bank | Fifth | |
| | Lynda | Smyth | Billings | One-Way Southbound |
| | Lees | Chestnut | 417 On-Ramp | One-Way Eastbound |
| | First | Bank | Percy | One-Way Westbound |
| | Scott | Huron | Bayview | One-Way Eastbound |
| | St. Joseph | 174 Eastbound On-Ramp | Trim | |
| | Sussex | St. Patrick | King Edward (Off-Ramps) | |
| | St. Laurent | Hemlock | Montreal | |
| | Trim | Jeanne d'Arc North | Innes | |
| PAVED SHOULDER | Old Montreal | Trim | Dairy | |
| | Century West | McCordick | Fourth Line | |
| | Sixth | St. Bernard | 75 m South of St. Bernard | |

INFRASTRUCTURE

| TYPE | LOCATION | FROM | TO | NOTES (2-WAY UNLESS NOTED) |
|-------------------------|---|---|---|----------------------------|
| MULTI-USE PATH SEGMENTS | Coventry Bridge | Tremblay | Baseball Stadium | |
| | Belfast | Tremblay | 60 m short of Trainyards Drive | |
| | Coventry | St. Laurent Shopping Centre West Entrance | St. Laurent Shopping Centre East Entrance | |
| | Colonnade MUP | Merivale | 65 m East of Dow Honda Entrance | |
| | Adawe Crossing (Somerset-Donald Bridge) and Connector | Somerset at Range Rd | Donald at North River | |
| | Hickory St. Bridge | Hickory | Adelaide | |
| | O-Train Pathway Phase 2 | Young | Carling | Replaces Stonedust Pathway |
| | Bayview Station LRT Construction MUPS | Bayview | Trillium Line Pathway | |
| | Preston Street Extension | Sir John A. MacDonald | Albert MUP | |
| | Trim MUP East | Jeanne D'Arc North | Innes | |

| TYPE | LOCATION | FROM | TO | NOTES (2-WAY UNLESS NOTED) |
|-------------------------|--------------------------------|-------------------------|--|----------------------------|
| MULTI-USE PATH SEGMENTS | Trim MUP West | 174 Eastbound Trim exit | Frank Kenny (future) / Cardinal Creek Community Park | |
| | Old Trim | Portobello | Safari | |
| | Trim Connector | Safari | Trim | |
| | Richardson Side Road | Terry Fox | Kanata | |
| | Laurier Pathway Nannygoat Hill | Bay | Albert MUP | |
| | Old Montreal | Trim | Dairy | |
| | St. Patrick | Cobourg | St. Andrew | |
| | Lynda Lane | Pleasant Park | Billings | |
| | Jules Leger Centre MUP | Selby | Beechgrove | |
| | West Hunt Club Corridor | Woodroffe | Ilkley (with connections to Cheryl and Sherry) | Replaces Stonedust Pathway |

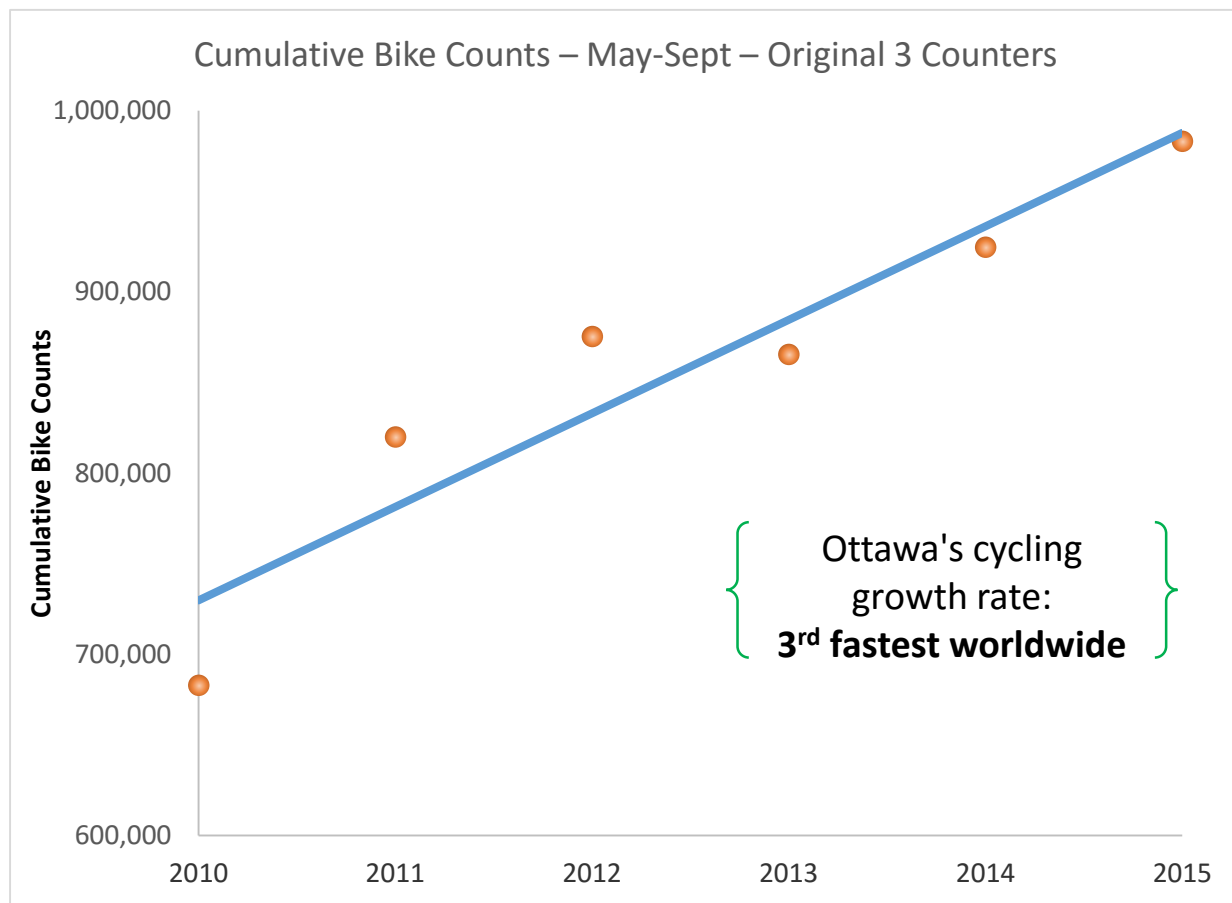


DATA: BIKE COUNTERS

Cycling in Ottawa is gaining popularity. **We saw 44% more trips in 2015 versus when the first counters were installed, in 2010. As well, according to Eco-Counter, which monitored 1490 counters in 17 countries world-wide, Ottawa saw the third-fastest growth in cycling of any city, behind only Wrocław, Poland, and San Francisco, U.S.A.**

Could cycling be the fastest growing mode of transportation in Ottawa? We think it must be!

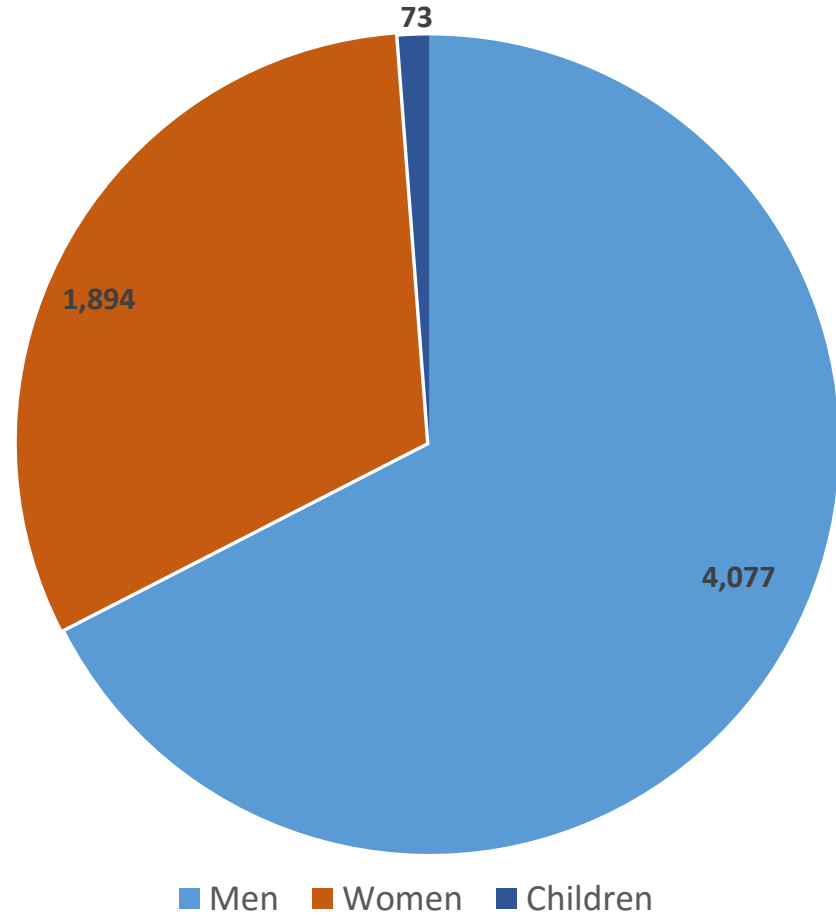
The three oldest counters are located: 1) at the Ottawa end of the Alexandra bridge bikeway, 2) on the Ottawa River path near the Prince of Wales train bridge, and 3) on the eastern canal pathway near the Corktown footbridge. We only included the totals from May-September since this is the portion of the year typified by steady weather and no snow. Datasets from eleven of the counters are available through the City's open data portal, if you're interested in taking a deeper look.



DATA: GENDER AND CYCLING

Ottawa has a ways to go before we can claim that cycling is equally appealing to everyone in our city. Even on low-stress multi-use paths (MUP), where we might expect to see a balance more representative of our population, men outnumber women by more than 2:1. We have investigated temperature as a possible cause for this imbalance and found that women are no more inclined to fair-weather cycling than men. Additionally, there does not seem to be any pattern related to male-female imbalance correlated to the day of the week. It difficult to say why there are more men than women and children out there enjoying a bike ride, but temptir to speculate that, even though it might be pleasant to cycle on a MUP, missing links make getting to a MUP to daunting for many. We will look forward to watching th ratio improve as Ottawa builds better, more equitable, cycling infrastructure.

Cyclist Counts on Multi-Use Paths



CYCLISTS' PERCEPTIONS

In fall 2015, CfSC board member Felicity Borgal conducted research on inter-organizational relationships in Ottawa's cycling community. Some of you may have taken part in a survey about commuting and transportation preferences. There were 132 respondents to the survey, and some of the results are summarized below.

Respondent demographics

- 45% male, 55% female
- 58% over age 35
- 62% employed full time
- 81% own or operate a vehicle for personal use OR have a driver's license and some access to a motor vehicle.
- 93% own or have access to at least one bicycle (or tricycle, reclining bike, etc.)
- 86% of those who own or have access to a bicycle also have access to a motor vehicle for personal use
- 47% reported that a bike was their main mode of transportation for journeys over 1km.
- 52% of respondents stated that commuting was a main reason for cycling, followed by short-distance transportation (non-commuting; 51%), Physical exercise/fitness (48%) and fun/leisure (40%).

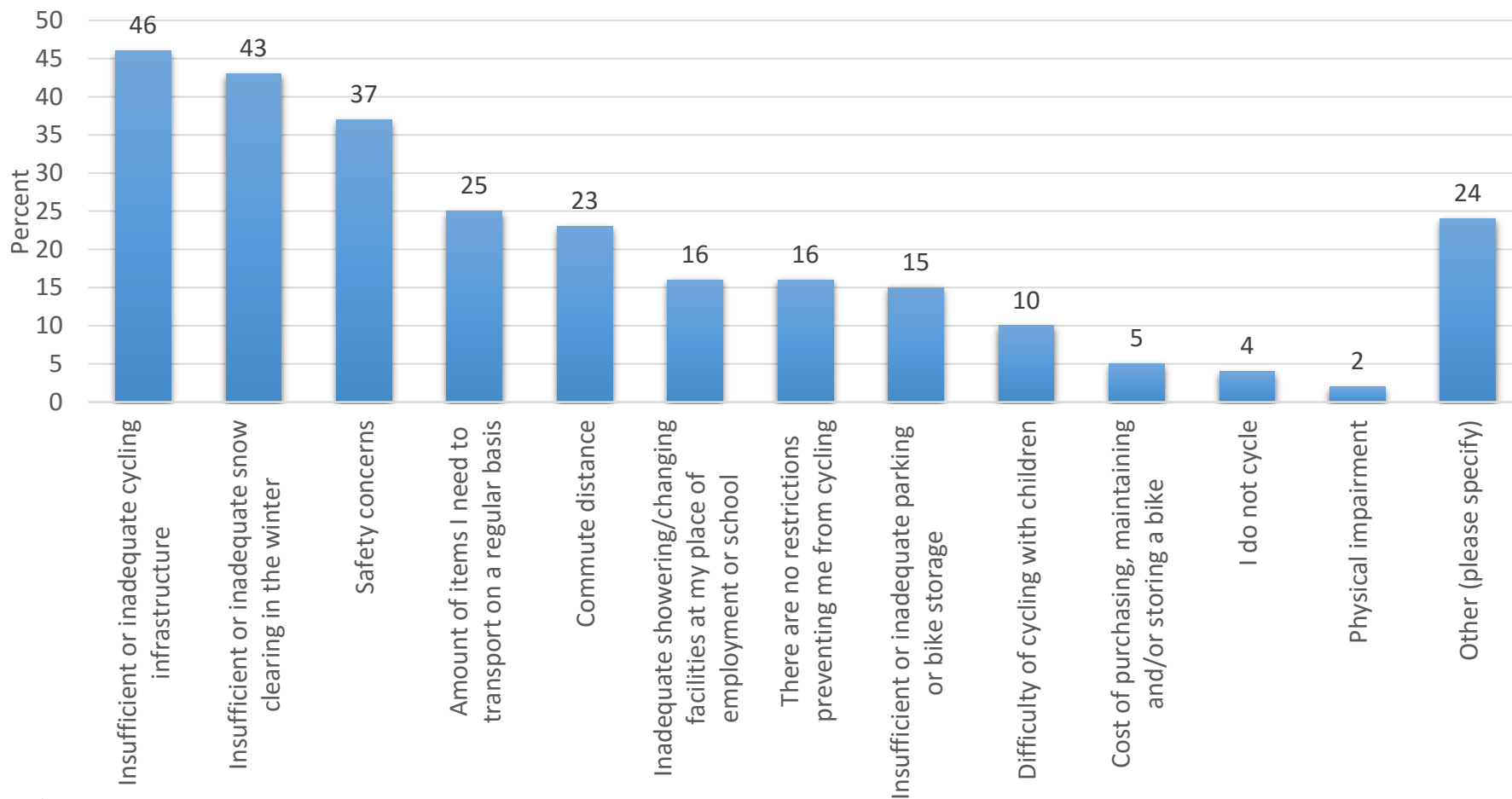
Respondents were asked for the top three barriers to cycling they face. The top responses were: Insufficient or inadequate cycling infrastructure (45%), insufficient or inadequate snow clearing in the winter (44%), and safety concerns (37%), all of which are tied to infrastructure provision in the city.

These results, although not representative of the full citizenship of Ottawa, nonetheless provide some interesting insights into the cycling population in the city. The stereotype of a cyclist as male and mid-30s is perhaps no longer accurate. Additionally, the results suggest that perception that cyclists and motorists are non-overlapping populations is inaccurate and unhelpful since a majority of respondents have access to both forms of transportation. In many cases "motorist" are also "cyclists" and vice versa. This suggest modal shift is more accessible than some may have thought.

The results suggest that the main obstacles to overcome in order to increase cycling's modal share in Ottawa are infrastructure-related. Nearly half of respondents stated directly that inappropriate infrastructure prevented them from cycling more, while winter clearing was also a hindrance. Interestingly, few respondents stated that the cold temperatures in winter (listed under "other") prevented them from cycling during these months compared with snow clearing on bike paths.

CYCLISTS' PERCEPTIONS

Barriers to Cycling



PROGRESS SINCE 2010 TOP 10

Over the past six years, CfSC has produced annual lists of recommendations for improving cycling infrastructure and policies. The goal was to give the City of Ottawa, the National Capital Commission, other federal jurisdictions, and the Province of Ontario feedback from users on where improvements were needed. After a year, we graded the progress and checked which suggested changes had been implemented. We started this at a time when there was limited dialogue between CfSC and the several parties involved. For us, it was a tool to make an inventory of problems.

Over the last few years, great progress has been made, not only in building new infrastructure, but also in the communication between CfSC and many of the dedicated City and NCC staff. We have seen a shift in the mindset at the NCC and City Hall and many staff and councillors are onboard with the active transportation files. Taking the bureaucratic processes into account (which are sometimes outside the city's scope of control), we feel that grading projects after only one year is not entirely fair to the City and the NCC. We have therefore decided to change our tactics; we will continue to offer our advice and recommendations to the City, the Province, the Federal Government, and the NCC, but we will no longer give 'grades'. That said, we will continue to follow progress.

This year, we look back at the recommendations from 2010. Generally, it takes 3-5 years to move a project from inception to completion. Although many of us feel that progress should happen more quickly, we have seen many changes since 2009 when CfSC started to focus on advocacy for better infrastructure. Many problems have been addressed; yet some are remain unresolved. Let's have a look.



PROGRESS SINCE 2010 TOP 10

| 2010 Recommendation | 2016 Follow up |
|--|--|
| Narrow road underpass where CN Rail line meets Carling Avenue, to the east of Herzberg Rd | Better signage was added, but the underpass itself has not changed. The bridge and abutments are owned by the railway company. |
| The Ottawa River Pathway is a busy cycling route, but requires that cyclists dismount where it crosses Booth St. | This is still the case, but it is generally accepted that this is a bike corridor and riding across is typically overlooked; there are nearly 500,000 bike rides counted on this stretch every year. |
| Missing signage to get from the Ottawa River pathway to the downtown core. | With the introduction of the numbered (#2) East-West Bikeway—while not addressing signage from the Ottawa River Parkway—steps were taken to route cyclists to downtown. |
| Colonel By Drive and Daly. The Canal Pathway west stops underneath the Laurier bridge. A path climbs up to Colonel By Drive, where cyclists are more or less stranded. | Although an attempt has been made to narrow the road and create a shared space area in front of the Shaw Centre, this issue is not addressed. We have seen preliminary plans to mark Colonel By Drive with sharrows north of Laurier to improve the link to the new Mackenzie Avenue cycle tracks. |
| Crossing the Hartwell Locks requires carrying a bicycle and climbing a steep hill. The City's Planning & Growth Management Department has indicated that this will be addressed in 2012. | It took 17 years, according to a city planner, but the ramp (or bike trough) was finally installed and—as predicted—became a very-well-used facility. Have a picnic at the locks and see for yourself during Sunday Bikedays in the summer. |
| Percy at Chamberlain needs curb alignment and resurfacing. | This has not been addressed |
| Improved connection between Rideau Canal and Ottawa U. | Cyclists can now ride under Nicholas Street and the Transitway between the Rideau Canal Eastern Pathway and the University of Ottawa, using marked bike lanes in the tunnel. |
| Bank St. Bridge, signage is to be installed to indicate that drivers shouldn't pass cyclists. | While far from ideal, the City has installed 'super sharrows' (sharrows with a green background) on the Bank Street bridge to create awareness of cyclists. |
| St. Patrick between Cobourg and the Vanier Parkway is intended to be rebuilt for cyclists before 2015. | After engineers decided that St. Patrick was about 10 cm too narrow to squeeze in bike lanes on the road, the communities in the area stood up and demanded a revision. St. Patrick got a separate multi-use pathway. |
| Rightmost side of many on-street bicycle routes have poor surfaces. | The city has been better in filling potholes faster, but this remains a problem area. |

2016 TOP 10

As previously discussed in this report, we have discontinued our rating of government progress on our recommendations after only a year. We know that a number of infrastructure projects are in the works already, based on Ottawa's Cycling Plan. Yet, there is room to improve and here are our 2016 recommendations.



2016 TOP 10

| Issue | Suggestion |
|--|--|
| Connections to LRT and bus stations | The City should make every effort to build safe bike connections to all LRT and bus stations in their respective catchment areas. This will be the best way to bring more people within reach of LRT and BRT. |
| Avoid placing stop signs at small intersections on bike routes | Residential through-streets are ideal cycling routes, but it is frustrating for cyclists to have to come to frequent stops on such streets due to the over-use of stop signs as traffic calming. Vancouver has implemented small roundabouts in neighbourhoods to slow motor traffic. We suggest removing unnecessary stop signs on quiet streets, while adding more mini-roundabouts to Ottawa's streetscape. |
| Changes in traffic better communicated with all users | City staff and contractors have a tendency to simply close sidewalks and bike lanes when work needs to be done, without giving consideration to the users of these facilities. Also, it is not uncommon for work crews to park on sidewalks and bike lanes. The city needs to educate work crews to park their vehicles on the road. |
| Better coordination in signage for cycling | Signage across the region is inconsistent, and often absent altogether. We would like to see a design manual for way-finding signs developed, preferably in cooperation with the NCC and the ville de Gatineau, so that a standard for bike route way-finding can be implemented across our region. |
| Learn from mistakes and raise the bar | The City should adopt the principles of the Swedish "Vision Zero" (which aims to achieve a highway system with no fatalities or serious injuries in road traffic) and the Dutch "Sustainable Safety" (of which the main objectives is preventing crashes and minimizing injuries when crashes do occur). We recognize that Safer Roads Ottawa works on the principle of "Towards Zero", and would like to see this philosophy implemented as a top priority across all city departments that build and maintain our roadways. Furthermore, more transparency around the analysis and corrective actions taken in the wake of serious road incidents is needed. |
| Apply low-cost design solutions to slow down traffic | There are many low-cost solutions to slow traffic. We suggest the city to be innovative with refuges, striping, crossovers, reduced slip lanes etc. |
| Codify policy on sharrows | Citizens for Safe Cycling is working with its members to write guidelines for sharrows. We encourage the city to codify the sharrows guidelines so that they aren't improperly applied. |
| Water pooling on new pavement | New asphalt pavement could often be laid better. A common problem is low spots or improper sloping toward catch basins, both of which result in localized water pooling that lasts long after precipitation has ended. This causes unnecessary splashing on cyclists and causes dangerous icy patches. We'd like to see stricter quality controls on paving contractors. |
| Clarify dead-end street signs | The City should not post a blanket DEAD END sign if there is a way for cyclists and pedestrians to proceed beyond where motor vehicles must stop. There is a need for a symbol to distinguish where active transportation has a way through. Example: Adeline St. west of Preston St. |
| Promote tourism | Create a safe long-distance route along the Rideau Canal to Kingston and provide support for Bike-Friendly accommodation. |

PROFILE: CYCLING WITH CHILDREN

Andrew Cameron cycles with his family in Ottawa



Why do you choose to cycle with your family?

I love it because it is by far the best way to travel around the city. It is quick, efficient, reliable, predictable, cheap, healthy for me, good for my soul, and good for my children's future.

What sort of equipment have you used to bring your child with you on cycling trips?

Even the most expensive tools for cycling with children pale in comparison to motor vehicle expenses. One can really kit their family out with a variety of kid-carrying tools, lights and other safety gear and still come out ahead. Our family favourite is our Zigo. I can attach it on the front to be a tricycle and I can see inside the pod. It can attach as a trailer if I want to go for a zippier ride with lower exposure to traffic, and I can detach it to use it as a stroller.

Do you have any special tips or tricks for parents who are cycling with young children?

I make sure that we pull over if anyone is too unhappy; the kids generally love cycling, but I want them to continue to do so. I try to be aware of their head position after they fall asleep. We all know what it feels like having fallen asleep in a car and waking up with a stiff neck. I'll support small heads made heavier by their helmets so they wake up happier. I always bring food and water. As there is so much green space in Ottawa, one can ride to any of them and make a fun trip out of it. Sitting cozy in a bike pod eating a banana and staring at the grass, trees, geese, ducks, etc., even in the pouring rain is plenty of natural entertainment.

“There have been times when wrestling a kid into a car seat was a teary battle for everyone. Never once have I had the same battle to get a kid into our Zigo”

What would you say to parents who have fears and concerns about taking their children cycling with them?

I totally understand those fears and concerns. These kids mean more than anything else in the world to you. I feel the same way. It is exactly for that reason that I choose to cycle with my kids. Admittedly my 'mama bear' instinct kicks in more when I'm cycling on roadways with my kids, but I want them to grow up knowing that a bicycle is a safe, viable and fun way of getting around. I also want to model safe, proactive, defensive, respectful and law-abiding cycling so it is instinct to them when their independence really increases. There have been times when wrestling a kid into a car seat was a teary battle for everyone. Never once have I had the same battle to get a kid into our Zigo. Reading into that, it isn't hard to choose cycling.

PROFILE: CYCLING WITH CHILDREN

What do you think that the city could do to make it easier for you to cycle as a family?

There are a few areas in the city which are abundant with children, but are not fun to get to by bicycle. Blackburn Hamlet for example only has one way in from the west and Innes with its 80 km/h speed limit isn't the most relaxing especially when the bike lane is about the same width as a bike trailer. Currently the bridge over the 417 as well as the section between Blair Rd. and the Blackburn Hamlet turn-off doesn't even have a sidewalk. While the City is certainly doing a lot to improve links, funding should be increased to match the proportion of people on bikes.

What's your child's favourite part about riding with you?

There is a long list of reasons. There are the physical aspects like the wind in her face, the feeling of speed ("faster daddy, faster!" or "wheeeeeee!"), exploring hidden places of our city, much better view than from a car seat, etc.. There are the more emotional aspects like the connection with me as we share our rides together, us working together (she tugs on the straps to 'help' me climb hills), the reduced tantrums due to the abundance of fresh air she gets, etc. The one that always makes me laugh is that if I ever give her the choice: "Would you like to take the bumpy way or the smooth way?", she will always choose the bumpy way with enthusiasm, then laugh and giggle with joy as we bump along the grass.



"The biggest benefit is the feeling of togetherness and freedom as we zip through the city's most beautiful places."

How would you encourage a family that was considering taking up cycling?

I can't imagine cycling not being a part of our lives. The biggest benefit is the feeling of togetherness and freedom as we zip through the city's most beautiful places. The journey is now part of the destination. The second we step out the door, we're already enjoying ourselves. It sure beats battling a kid into a car seat, sitting and cursing in traffic on straight, boring roads waiting to get to your destination. How would you prefer to spend your Sunday afternoons?

PROFILE: COMMUTING BY BIKE

Each workday, CfSC member Bob McDougall makes the daily 20+ kilometre (one-way) commute from Kanata South to his workplace at Dow's Lake – and back again after work. Starting as soon as the snow has disappeared from the paths on his route and continuing until its return, Bob began this daily routine of commuting from the environs of the Greenbelt years ago, inspired by others he had seen doing the same.

“Exercise. The feeling you get when you get off the bike after a long commute. Environmentally-friendly commuting. Not sitting in traffic on the Queensway.” These are the motivations that Bob cites for his impressive daily commute. He describes cycle commuting as “contagious”, emphasizing the feeling of community he gets from seeing the same people walking, running, or cycling each day. His background in urban planning and public health were further motivations: “I know how the built environment and being active can affect rates of chronic disease,” says Bob.

Most of Bob's neighbours and co-workers drive or take public transit, but he has noticed a few factors that are critical to getting more to commute by bicycle. Awareness-raising and setting an example through initiatives like Bike to Work Month, which takes place in May of each year, is one. After leading a group of co-workers during Bike to Work Month last May, Bob noted that a few colleagues continued cycling to work regularly for the rest of the summer. Infrastructure improvements such as easier access to bike paths and multi-use pathways – particularly for those outside the downtown core – also make people feel safe about the choice to commute by bike. Upon arrival at work, employers can help make cycle commuting an easier choice by offering secure bike parking and especially for those with longer routes, changing and/or shower facilities onsite.

“I know how the built environment and being active can affect rates of chronic disease”



PROFILE: COMMUTING BY BIKE

Although in day-to-day conversation much attention is given to cycling in the city, Bob notes that the least cycling-friendly stretch of his commute is closer to the Greenbelt than the downtown core. A portion of his daily ride takes him along Moodie Drive between the 417 and Bells Corners, where two lanes of traffic are often travelling above the 80 km/h speed limit and some are merging onto the 417 on-ramp. Avoiding this stretch would take him well out of his way.

While Bob's route does for the most part take him along safer stretches of road and pathways, with options to travel along the Ottawa River Pathway or through Westboro, ensuring safe and complete connections to cycling infrastructure from outside the downtown core is crucial to ensuring the safety of existing cyclists, and to encouraging more people to commute by bike. On stretches where complete cycling infrastructure is not yet in place, improving awareness and enforcement of laws such as the new one-metre-passing rule could help make busy roads safer for cyclists. Better connections with public transit and other forms of transportation could also encourage more people to make a "multi-modal" commute, where cycling constitutes one portion of the trip: Bob sees a number of informal "park and bikes" along his route, and in response hopes to see more official park-and-cycle locations, with longer seasonal openings, and better communication efforts to ensure people are aware of existing facilities for parking a car and riding the rest of the way to work.

Bob joined CfSC this year after learning about the organization on Twitter through the #ottbike hashtag. "I joined because I like that they are volunteer-run and believe, as they do, in making Ottawa a better, safer, more environmentally-friendly city," he says. CfSC is grateful for all of its members who, like Bob, provide the experiences and voices that are at the foundation of advocacy for more and safer cycling from the downtown core to beyond the Greenbelt.

Follow Bob on Twitter @BobMcDougall.

"I joined [CfSC] because I like that they are volunteer-run and believe, as they do, in making Ottawa a better, safer, more environmentally-friendly city,"

PROFILE: WINTER CYCLING

An interview with Etienne Grall

I moved to Canada from my native France just over 18 years ago, and spent 17 of those in Ottawa. When I settled here I expected to become a faithful transit user – the norm for a European city dweller. I quickly figured out that Ottawa’s substandard public transit – at least compared to what I was used to – just didn’t cut it. Driving was not an option: I did not need to drive for work, we have one car and intend to keep it that way, and I have always considered urban driving something of a nuisance anyway – another European bias. So I naturally found myself on my bike within a few weeks of settling in. Ironically, considering how much of a cycling destination France has become, I had not been on my bike much since my teens, and only for fun. It was never a sport or a regular mode of transportation for me. But I’d always enjoyed it, had always been an avid sports- and outdoorsman, and it so was a natural transition.

Now the winter is another story. It did not occur to me at first to tackle it on my bike: “you just don’t do that in the Canadian winter, right?” While commuting on the bus during my first Ottawa winter I kept watching conditions. They didn’t look as bad as I anticipated and so I decided to give riding a shot the following winter. I have not looked back since and am riding through my 16th consecutive winter. Now to be fair: I have done a lot of mountaineering and I know a thing or two about facing the elements.

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Weather, although a little intimidating at first, was not really the issue. Road conditions were, or at least I thought they were. That's when I realized that on most days streets are for the most part clear, and that the remaining obstacles (snow banks, ruts, soft or icy patches...) are very manageable with the right gear and the right level of vigilance.

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The great thing is that I always know exactly how long it will take me to get to or from work. No traffic jams, peace of mind and the beauty of winter mornings as a bonus. There is nothing like riding on fresh, squeaky snow, to start your day. Of course one needs to be mindful of the increased hazards. I choose quiet routes and ride conservatively. And I know when not to insist and leave the bike home: typically just after a large snow fall (more than 5cm), before crews have been able to clear the secondary streets. On those days the nuisance (and danger) factor tends to outweigh the pleasure. Ottawa's favourite form of precipitation – freezing rain – was a challenge until I realized that studded tires work marvels and generally keep me safer than if I walked to the bus stop!

As for gear, I have learned not to overdress. Two to three well-picked layers are generally all that's needed, waterproof booties over old running shoes to keep feet clean and warm, windproof over-mittens to keep hands warm. I have mounted my studded tires on a second set of rims so I can throw them on quickly, and use them only when they are really needed. You don't want to wear them on bare pavement and realize they are dull when you really need them! The rest of the time, a pair of not-so-knobby tires works just fine. And above all: lots of lighting, front and back! I am also very lucky to have an employer who offers a secure indoor bike garage, changing rooms, and showers.

My advice to would-be winter cyclists: try it, chances are it will become the best part of your day too. After all, it's the same cold you are exposed to while waiting for the bus, and you are generating a lot more heat. Ironically, I suspect I sometimes wear less than some drivers in their car.

It is very encouraging to see the number of winter cyclists, of all ages, genders and walks of life, increase year after year, and witnessing the efforts of the City to improve cycling infrastructure. This all contributes to making our community better.

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PROFILE: CYCLING WITH MOBILITY CHALLENGES

Like so many other folks who have gravitated to cycling, Analori Smith started biking about a year ago for fitness reasons. “I started going to the gym, and now I bike about an hour almost every day”. Before starting cycling, she largely used her scooter to get around, but since making these fitness goals, she’s noticed some real changes: “A year ago, I never would have thought of walking around my neighbourhood with my walker only, but now I can go to the grocery store around the block and back, no problem!” What makes Analori’s story unique, and why CfSC chose to profile her for this piece, is that we were curious how a person with cerebral palsy would take up cycling, and what that might look like for someone who has different physical abilities.

Although cycling indoors has been an empowering experience for her, when asked if she would ever cycle outdoors, the answer was a very clear “no”. Probing further, Analori illuminated the many barriers that prevent differently-abled individuals from accessing cycling as a mode of transportation. She mentioned that shopping for a bike can sometimes be an intimidating experience, especially since most bike shops are accustomed to serving able-bodied clients. Furthermore, custom bikes (in her case, an adult tricycle), which would help with regards to stability issues, are far more expensive than traditional bikes, and therefore the price of cycling in this case limits its accessibility. She also stated that even if she owned a tricycle, she still would not be able to comfortably cycle on bicycle paths because they are constructed for able-bodied cyclists and are too narrow to accommodate for alternate physical needs.

As a result of this conversation, we learned that cycling really isn’t for “everybody”, and that cycling is a privilege that is often taken for granted by the able-bodied community. A great deal can be learned from indoor cyclists who are differently abled with regards to the invisible barriers that prevent them from fully participating in an activity like outdoor cycling. Incorporating those voices in our advocacy work at CfSC is a step to ensuring that cycling really does become more accessible for all.



“A year ago, I never would have thought of walking around my neighbourhood with my walker only, but now I can go to the grocery store around the block and back, no problem!”

COMMUNITY PROFILE: WELLINGTON WEST

The Share the Road Cycling Coalition bestowed a gold level distinction to the City of Ottawa for a Bicycle Friendly Community and within the city, the community of Wellington West received the city's first ever distinction of Cycling Friendly Business District from the Ontario By Bike Network. In order to receive such a distinction, a community must meet certain criteria, such as: bike parking, a bike welcome centre, bike repair kits, cycling infrastructure, and a dedicated webpage listing certified bike friendly business locations.

Highlighting this community and its achievement will hopefully inspire other communities to strive towards developing a Cycle Friendly Business District, as well. Zachary Dayler, Executive Director of the Wellington West Business Improvement Area (BIA), explained how this all came about and how the criteria within Wellington West were, and continue, to be met. Knowing that the Wellington West community (within the K1Y postal code) already proudly supported its local businesses, the BIA saw an opportunity with Wellington West's unique geographical positioning of its proximity to four major cycling hubs: Scott Street, O-train Pathway, Island Park Drive, and the Byron Linear Park Pathway, to expand on how people came to this neighbourhood and navigated within it. The timing of cycling improvements coincided with the Wellington Street road reconstruction, and while admittedly they would have welcomed the opportunity to widen the roadway to have a dedicated bike lane, the concept of the "complete streets" initiative, which gives consideration to ALL users of a street into its right-of-way planning, design, construction, operation, and maintenance, saw this neighbourhood receiving wider sidewalks.

How exactly does Wellington West meet the criteria for a Cycling Friendly Business District?

- The community installs a seasonal bike corral (April to October) in order to increase bike parking capacity, not to mention they installed and provide winter maintenance to additional post-and-ring bike racks.
- There is a welcome centre that is incorporated within the RightBike headquarters located at 1A McCormick Street.
- Each registered business has a ready prepared kit that includes basic repair tools, as well as a lock that is available for borrow. Participating businesses have a window decal that is also reflected on the bike kit (as seen in photo). The community is also preparing to install repair stations.
- The cycling infrastructure within Wellington West consists of street paintings which include: chevrons, dooring-zones, bike boxes, etc., as well as signage (Dooring Zone, Routes, etc.). In addition, the neighbourhood has increased benches, public washrooms, winter maintenance for cycling infrastructure, and each participating business is committed to having local cycling information on hand, healthy, local food options, and accessible rest areas and water.
- On the Wellington West website, describing on "How to Get Here" it lists by bike as the first option, followed by bus, walk, and lastly drive. Additionally, the community has publicized the certified bike friendly businesses: <http://wellingtonwest.ca/wellington-west-ontarios-first-cycling-friendly-business-area/>.



COMMUNITY PROFILE: WELLINGTON WEST

A number of Wellington West businesses encourage cycling as a means of transportation within the community by offering various promotions. These promotions vary by season and shop, but have included 10% off purchases for arriving by bike, or receiving a free delivery by cargo bike. The Wellington West BIA encourages and supports local businesses to participate and provide promotions to cyclists as they may. One way that the BIA supports local shops in understanding the diverse needs of cyclists is by offering educational awareness sessions during their Lunch and Learn series, and is open to working with cycling groups/individuals that might be able to contribute.

Wellington West is a community that not only engages the community to use bicycles as means of transportation within their community, and provide the necessary requirements for the special distinction that they received, but is also immersed in the culture of cycling. By way of example, during Cleaning Up the Capital day, instead of organizers going from site to site in a motorized vehicle, they used a cargo bike; during community events, such as Hintonburg Arts Park, there is a bicycle parade component; also at community events, business partners, such as CAA, provide Watch for Bikes stickers as an awareness campaign against dooring; and, the community also partners with the local Police office and participates in a bike blitz to raise safe cycling awareness.

What might some of the spin-offs of this distinction be? Dayler states that he noticed more comments from cyclists saying “thank you” for the effort, services, and infrastructure, and from businesses, hearing requests for additional bike racks. There definitely seems to be an appetite for providing the necessities for cyclists so they can comfortably arrive, stay, shop, and enjoy the community, and Dayler remarks, this could certainly be a full time project! In its continued support with the cycling community, Wellington West BIA is creating a Westend cycling tourism map that will detail items such as locations of public washrooms, bike repair kits, and food establishments. Furthermore, they are working with the City and National Capital Commission for improved signage. As once cited in the Kitchissippi Times newspaper, the pursuit of the distinction of Cycling Friendly Business District is not an end goal, but rather a commitment moving forward that the businesses of Wellington West support cycling.



“There definitely seems to be an appetite for providing the necessities for cyclists so they can comfortably arrive, stay, shop, and enjoy the community”

[BIKE WELLINGTON WEST: Where your cycling adventure begins and ends!](#)

CITIZENS FOR SAFE CYCLING EVENTS



| Date | Event | Description |
|----------------|------------------------------|--|
| 12 Jan 2015 | Winter Bike Parade | Over 50 enthusiastic cyclists enjoyed a crisp day for the fourth annual winter bike parade. A short 4km tour of downtown followed by hot drinks and treats and a discussion panel with City Councillors. |
| 21 Mar 2015 | Spring-Bike-Ottawa | The 2015 iteration of this event featured several exciting speakers, including Glenn Gobuyan of PIXO designs (addressing wayfinding), Jamie Stuckless of Share the Road Cycling Coalition and Nicole LaViolette, a lawyer specializing in cycling laws in Canada. The turnout at the event was greater than any previous year, despite the snow still falling. |
| 10 May 2015 | Tulips on Two Wheels | Always a popular event, approximately 200 cyclists benefitted from a free bike tune-up provided by the wonderful people at Cycle Salvation. About 10 volunteers helped flag down cyclists, provided information about cycling in Ottawa, and generally supported this event. |
| 8-19 July 2015 | RBC Bluesfest (Bike Parking) | As in previous years, CfSC volunteers offered supervised bike parking to RBC Bluesfest patrons. A team of volunteers coordinated by Charles Abken-Marchand parked 6,620 bikes during the 11-day festival. Since this initiative started in 2006, the team of volunteers has parked more that 61,000 bikes at Bluesfest. |
| 5 Oct 2015 | CfSC AGM | CfSC's AGM featured keynote speaker and local blogger Eric Darwin, who shared images he had captured of bicycle infrastructure on his travels – both good and bad. |
| 6 Nov 2015 | Lights on Bikes | In collaboration with Safer Roads Ottawa, Lights on Bikes successfully equipped approximately 450 cyclists with a front and rear light, ensuring their compliance with newly enacted legislation in the province. |

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INFRASTRUCTURE MAP

Sam Roberts (City of Ottawa Transportation Planning)

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CYCLISTS' PERCEPTIONS

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DATA: GENDER AND CYCLING

Cyclist counts were submitted by volunteer data collectors city-wide using the roads and MUPs, summer of 2015.

COMMUNITY PROFILE: WELLINGTON WEST

Zachary Dayler

Ontario By Bike www.ontariobybike.ca

Wellington West BIA www.wellingtonwest.ca

CFSC EVENTS

www.bikeottawa.ca

PHOTO CREDITS

Cover photo: Andrew Cameron (Andrew Cameron)

p. 5 – Cyclists at Cycle-In (Don Grant)

p. 7 – Artist rendering of Fifth-Clegg bridge (DTAH – www.dtah.com)

p. 11 – (Heather Shearer)

p. 16 – Cyclists at Hartwell Locks (Hans Moor)

p. 18 – Contractor's vehicles blocking bike path (Paul Clarke)

pp. 20-21 – Cycling with children (Andrew Cameron)

p. 22 – Bob McDougall (Bob McDougall)

p. 24 – Etienne Grall (Etienne Grall)

p. 26 – Analori Smith (Analori Smith)

pp. 27-28 – Screen captures of “Bike Wellington West” website (www.wellingtonwest.ca)

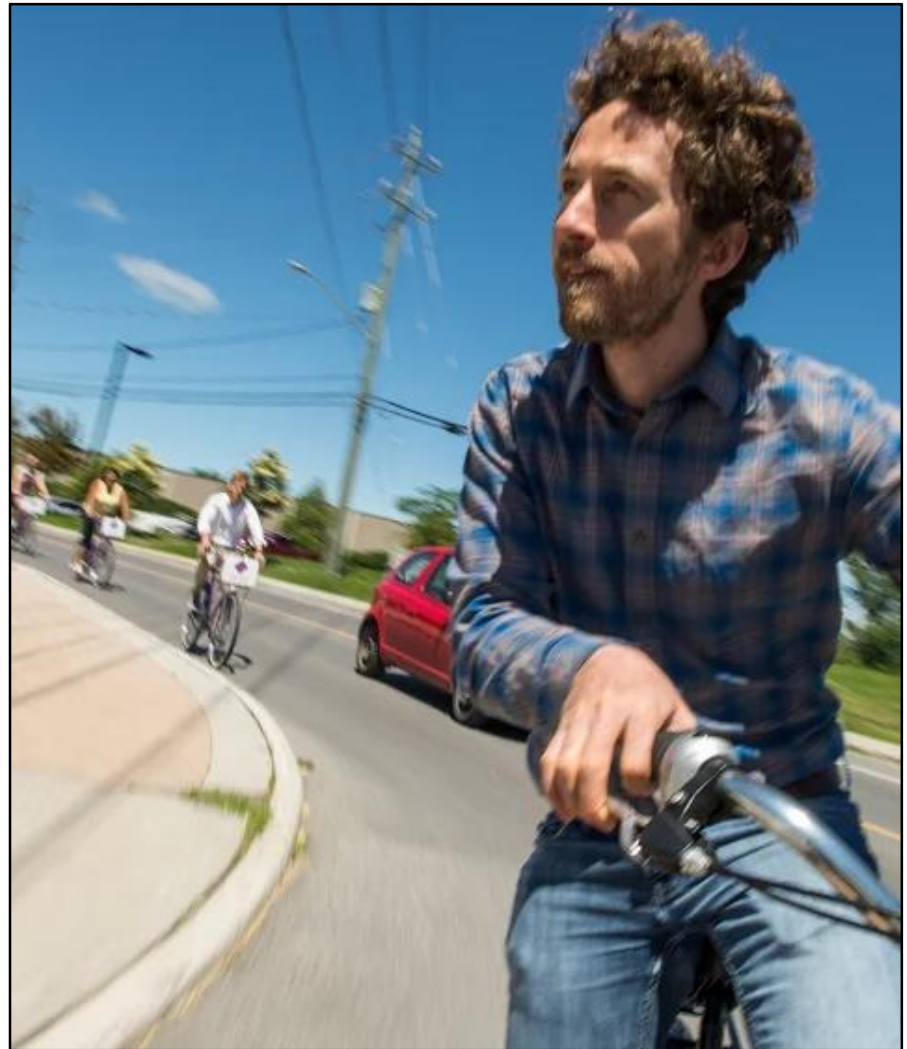
p. 29 – Spring-Bike-Ottawa 2015 (Paul Clarke)

p. 30 – Cycling in the Experimental Farm (Melissa Bunn)

p. 31 – Riding Right Bikes (Zach Miloff)

Back cover – (Heather Shearer)

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Citizens for
Safe Cycling
bikeottawa.ca

Citizens for Safe Cycling (CfSC) is an incorporated, not-for-profit, membership-based organization founded in 1984. We are entirely run by volunteers who are passionate about promoting cycling as a safe, fun, and environmentally friendly form of transportation. Visit www.bikeottawa.ca to learn more and get involved.