

# ANNUAL REPORT ON CYCLING - 2022







## Table of contents

1. Bike Ottawa Online
2. Ottawa's Winter Bike Network
3. The City of Ottawa's 30km/h Design Toolbox
4. Urban Design and Infrastructure
5. We Need Safer Streets
6. It's Now Easier to Get Around in Winter
7. Municipal Election 2022
8. Ottawa's Transportation Master Plan
9. Bike Ottawa at Bluesfest
10. Bike Love
11. Bike Ottawa in the News

**Cover Photo:** A child cycles along Ottawa's Laurier Avenue cycle track - Ontario's first segregated cycling facility.

**Note:** This report includes aggregated and de-identified data from Strava Metro. Any persons or organizations wishing to use any portion of this report should contact Bike Ottawa for

permission.

## Bike Ottawa Online - Top 3 Tweets of 2022





**#1**

**Retweets: 82 Favorites: 158**

of talk today about Bicycles, costs, and thoughts. Strap in. We're told we're increasing on car infrastructure? Building a for motorists is expensive.



**#2**

**Retweets: 63 Favorites: 263**

of year when everyone starts telling people  
Seen!". But here's the problem: these  
of street design to the more vulnerabl

**#3**

**Retweets: 54 Favorites: 131**

hearing a lot about this "War on Cars"  
ar on Cars. The War on Cars was utter  
ord scolded anyone who would dare to  
s "swimming with sharks." @WaronCar



[Link to #1 Tweet](#)

[Link to #2 Tweet](#)

[Link to #3 Tweet](#)



## Ottawa's Winter Cycling Network

What did Bike Ottawa learn from data in 2022? Members of the Data Working Group used data from the Strava fitness app to suggest areas of expansion for Ottawa's Winter Cycling Network. This network of 50 km of winter-maintained cycle tracks, lanes, and pathways has grown only a small amount in the eight years since it was created. Strava data, which contains counts of people biking on every road and path segment in the city, can give us hints about where people would like to bike in the winter but can't, and conversely about places that aren't part of the network where people already do bike in the winter.

Ottawa's Winter Bike Network: Time to Grow Up!



# City of Ottawa's 30km/h Design Toolbox



## Local Residential Streets 30 km/h Design Toolbox





The City of Ottawa has committed to designing all new and reconstructed residential streets with a 30 km/h operating speed, and some wards in the city have seen their local speed limits reduced to 30 km/h. But simply putting up “30 km/h” signs on wide streets is not enough to actually change driving behaviour; [street design is key](#).

City staff created a “30 km/h Design Toolbox” of design options to achieve lower driving speeds. Bike Ottawa took [a deep dive into this toolbox](#) and highlighted what we like and what could be better about these suggestions. Many toolbox suggestions are based on practical examples from around the world, like physically requiring slower speeds with chicanes, planter boxes, intersection bulb-outs, filtered permeability, or raised intersection crossings. But the toolbox also suggests using on-street parking as a traffic calming measure, and this is concerning: parked cars increase the risk of getting “doored,” blocking sight lines of people on sidewalks, and creating situations where people biking must weave in and out of traffic when not able to use the parking lane as a de facto bike lane. Parked cars are, in fact, a hazard, not a safety improvement, and the hazards far outweigh any marginal benefits of reducing driving speed.

An actual 30km/h street will make it intuitive for motorists to drive 30km/h or slower and will lead to a more comfortable setting where people feel safe riding a bicycle or taking a stroll. The new tools in the City’s Toolbox provide plenty of great design solutions to make slower streets a reality, but as with all traffic-calming projects, adequate funding is needed to make them an all-season reality.

## Urban Design and Infrastructure



## Long-Awaited Changes Finally Coming to Laurier Ave West

[Bike Ottawa provided feedback](#) to the City on proposed [cycling modifications](#) to Laurier Avenue from Queen Elizabeth Driveway to Elgin Street. The plan includes a protected intersection with Elgin Street, separated cycle tracks on the north side of Laurier, and raised pedestrian and cycling crossings of the Queen Elizabeth Driveway on and off-ramps. Despite these changes, improvements are still being made, including widening the bike lane to the provincially recommended 2.5m.

## The New Montreal Road

In October 2022, the [city re-opened Montreal Road](#) between St. Laurent and the North River Road to vehicle traffic in all directions. This 2-km stretch of road cuts through the heart of Vanier and connects two future transit priority corridors (St Laurent & Montreal Road) to the NCC multi-use paths along the Rideau River. Members of Bike Ottawa were invited to ride the open portion with Councillor Fleury and City of Ottawa staff. While there was some “good”, including physically separated bike lanes, there was also the “bad”, and the “ugly”, with bike lanes overlapping with bus stop boarding areas, creating a high potential for conflict, while the lanes themselves are regularly pinched narrower than the 1.5m by signs and trees.

## St Laurent Blvd: Transit Priority

[Bike Ottawa sent feedback to the City](#) about designs for St. Laurent Boulevard. As the [presentation on this project](#) explains, the street is being redesigned with transit priority in mind, and safe and accessible infrastructure for people on bikes and pedestrians will be included in the plan. While the project was in its early stages, there is the potential to create a safer north-south route for cyclists, which is particularly important when crossing the barrier the Queensway created.

## Make It Permanent: Open Letter Regarding the Queen Elizabeth Driveway

In an open letter, Bike Ottawa requested that the National Capital Commission [permanently close Queen Elizabeth Driveway](#) along its whole length to automobile traffic and make it a year-round space for active transportation users. Data shows that the Driveway is well used by active transportation users, peaking at 25,000 users a week – a level well beyond other parkways in the city. A permanent closure would ease winter maintenance, provide a consistent active transportation connection to several neighbours and reduce conflicts between faster-moving active transportation traffic and recreational users of the existing multi-use pathways, which are already consistently operating above capacity.

## Don't give up at the intersection: Scott street protected intersections

Bike Ottawa covered the [City of Ottawa's reconstruction of Scott St.](#), a two-stage process, with the first stage—from Churchill to Caroline—completed during summer 2022 and the second stage starting in spring 2023. Here, the City has installed separate cycle tracks along the corridor and protected intersections at all signalized intersections. However, as noted in the blog post, the routing of the bike routes through several of the intersections is inconsistent, creating confusion, and includes a dangerous slip lane at Bayview Station Road.

## We Need Safer Streets





### Detours - make 'em better!

We continued to advocate for change with the consistent issue of the [city's unsafe and inaccessible active transportation detours](#). Bike Ottawa and communities around Ottawa have been fighting battles regarding [LRT-related detours](#) off and on for what feels like years where contractual obligations are ignored, and detours have been put in place that were not intuitive, safe, or mindful of users outside of cars.

## Revert Reds



A true Safe Systems approach means designing our streets so that it's intuitive to travel safely.

#GUARANTEETHEGREEN  
#ENDREVERTREDS



The efforts to push to end revert reds and guarantee the green light for crossing the street was another [important safety campaign](#) that Bike Ottawa supported in 2022.

At the end of the January 26th, 2022, Transportation Committee, [the motion to end all revert reds was deferred](#). Many councillors were concerned with revert reds, seeing the dangers, but were concerned with the “any and all” portion of the motion (removing revert reds entirely from any and all signals). Questions about why staff could not look at more specific locations, such as priority bike crossings, were posed. Could we not try those intersections to begin with? Other councillors still supported “education” on the yellow dots (the dots you sometimes see at crossings, but not always!). For the record, we do not believe these campaigns are effective for people on bikes, just as they are not for drivers and people who use sidewalks. Safe Systems means a design that is intuitive to the user and does not need extra signage.

[It's Now Easier To Get Around In Winter!](#)





### Rack n' Roll

After years of Bike Ottawa advocating for a true year-round multi-modal transportation system, OC Transpo took the next step by keeping bike racks on our city buses year-round! This will increase the catchment area for OC Transpo riders as someone walking 2.5 kms to a bus stop might take a half hour each way, yet it could take 7-8 minutes on a bike. This is a win for everyone!





### Winter-Maintained Bike Rack Pilot Project

As part of the [City's Public Bike Parking Program](#) rollout, a [winter-maintained bike rack pilot project](#) was launched to clear city-owned bike racks around essential services like community centres, grocery stores and pharmacies. This meant that riders often had direct access to racks from the street (no longer having to lift them over snowbanks!) and could load them with children or groceries on a level surface.

# Municipal Election 2022

**2 | 4 | 10**

**PLAN**  
TO BECOME  
**THE NEXT  
BIKE CITY**

**WITHIN 2 YEARS**

**RECONFIGURE THE  
29 HIGH-VOLUME  
INTERSECTIONS**

**CREATE A CITY-  
OWNED BIKE  
SHARE**

**END REVERT  
REDS**

**WITHIN 4 YEARS**

**BUILD A FOUR-  
SEASON BICYCLE  
NETWORK**

**EVERYONE WILL  
LIVE WITHIN 1 KM OF  
SEPARATED BIKING  
FACILITIES  
ACROSS OTTAWA**

**WITHIN 10 YEARS**

**REACH VISION  
ZERO**

**ZERO FATALITIES  
ON OUR STREETS-  
REGARDLESS OF  
TRANSPORTATION  
MODE**



[WWW.BIKEOTTAWA.CA](http://WWW.BIKEOTTAWA.CA)



In light of the 2022 Municipal election, [Bike Ottawa released its plan for Ottawa to become the next bike city](#). We were asking candidates in the upcoming election to support our 214110 Plan:

1. Within 2 years, the City will reconfigure the 29 High-volume Intersections, create a City-owned Bike Share to expand multi-modal transportation, and end revert reds for people biking, walking, and rolling.
2. Within four years, the City will build a four-season bicycle network so that everyone is within 1 km of separated biking facilities, thus connecting people to where they need to go across Ottawa and creating a sustainable transportation app that helps develop routes for people and includes multi-modal transportation considerations.
3. Within 10 years, the City will reach Vision Zero – zero fatalities on our streets. No more people will be killed while moving around our City- whatever mode of transportation they use.

## City of Ottawa Transportation Master Plan

# Transportation Master Plan



Bike Ottawa contributed important [feedback on the City of Ottawa's Draft Transportation Master Plan](#) throughout 2022. Let's start with a look at the broader feedback Bike Ottawa had for the draft plan, including highlighting several positive aspects of it:

1. Bike Ottawa believes the city needs to put the needs of the most vulnerable road users first in order to more boldly reimagine how space is allocated on city streets. This goes beyond building new active transportation infrastructure but also allocating existing road space to sustainable transportation modes.
2. Bike Ottawa is pleased that the city has developed a strong equity lens for planning transportation. We are also encouraged to see that the TMP acknowledges the need to prioritize neighbourhoods where public transit and active transportation options may not be as equitable as other parts of the city.
3. The TMP creates important links between active transportation and transit, by acknowledging the role active transportation can play in expanding the catchment for transit, and making it more accessible.
4. Bike Ottawa was disappointed that the TMP only contemplates an expansion to 80km of winter-maintained bike infrastructure by 2030, despite the current success of the winter biking network.
5. Bike Ottawa supports using street designs that prioritize active transportation over private automobile use, including woonerfs and bike-first streets. We encourage the city to look at similar measures, including using filtered permeability to allow active transportation users to make more direct trips while discouraging private automobile trips and using super blocks.

### What About Local Streets?

The City of Ottawa's New Draft Transportation Master Plan (TMP) has shifted significantly. Instead of recognizing cycling routes as only those roads identified in the Master Plan, it acknowledges that all new collectors and arterial roads will now have cycle tracks and protected intersections and that all existing Collectors and Arterial roads will be upgraded to separated cycling facilities.

However, there are [no plans to address cycling on local roads](#). The city believes lower speed limits on local roads preclude the need for separate biking infrastructure. However, other factors such as traffic volume and cyclist ability may still prevent cyclists from using those roads for safety reasons. While not all local roads require separate bike infrastructure, Bike Ottawa is asking that segregated cycling infrastructure be provided on Local streets where required to create continuous and direct connections to destinations such as public transit stops or stations, schools, public parks, pathways, recreation centres, public buildings and institutions and commercial areas, where a Local street provides a direct connection between collectors and arterials, or where the traffic volume is so high that a cyclist's travel choices are impacted due to safety concerns.

## Communities, Connections and Commuting

The [equity policy of the 2021 Transportation Master Plan](#) (TMP) update sets as one of its goals to “support everyone’s ability to work, participate in public life, and meet daily needs.”

Annex A of the plan identifies “priority neighbourhoods,” which have “high concentrations of residents who are socially and economically vulnerable” and seeks to improve public and active transit infrastructure in those areas. However, how these neighbourhoods are delineated is often inconsistent with the routes that commuter cyclists living in them take to access their places of work and other daily necessities efficiently.

The failure to safely connect active transport commuters with key destinations is a pervasive issue within urban planning, but it [adversely affects some segments of the population](#) more than others. When we look at the [City of Ottawa’s list of candidate projects](#), there is very little to connect suburban “priority neighbourhoods” with the daily necessities of their residents.

## Bluesfest Bike Parking





Bike Ottawa reran the RBC Bluesfest Bike Park this year. The service offers those who rode their bike to Bluesfest a safe location for locking up their rides. The Bike Park is free, but they did collect donations (suggested \$2), which go to Bike Ottawa and Bluesfest's educational programmes: Blues in the Schools (BITS) and Be in the Band (BITB).



## Bike Love

Read more about [Madeleine Bonsma-Fisher](#) and how the gift of the Good Bike showed her the magic of biking.

Hear from Advocacy Working Group Chair, [William Van Geest](#), about how bikes offer a means to a more human-friendly world.

Read Member-at-large [Barbara Greenberg](#)'s ode to her first bike love.

Secrétaire, [Florence Lehmann](#), raconte une journée passée à Toronto, où ses déplacements en vélo l'a offert l'opportunité de voir battre le cœur de la ville.

Member-at-large [Dave Robertson](#) describes why a bicycle, to him, means freedom.

Bike Ottawa Vice President, [Shawn Gettler](#) reminisces about his first adult bike, an entry-level mountain bike, which he used to explore new places he'd never been before.

[Doug Massey](#) recounts a lifetime of Bike Love and the bikes he's owned along the way.

[Joseph Amuah](#)'s Bike Journey: Sekondi, Ghana to Lyngby, Denmark, onto Calgary, then Ottawa and beyond.

Follow [Quinn](#)'s journey from new cycling commuter to cargo-bike-owning cycling evangelist.

[Katherine Cole](#) describes how she still feels like a child when cycling but says that her collection of bikes has grown a lot since then.

[Brigitte Pellerin](#)'s ode to goofy-grin riders.





## Bike Ottawa in the News

[City of Ottawa grader turned and overtook cyclist in fatal collision, witness says](#)

[Ghost bike placed at corner of North River Road](#)

[Ghost bike honours cyclist killed at intersection in Ottawa's east end](#)

[City urged to get wheels in motion for its own bike sharing program](#)

[Supporters call for a municipal bike-share program in Ottawa](#)

[How to be 'progressive' while appealing to Ottawa's middle-class values](#)

[10 years later, success of Laurier bike lanes drives city's cycling agenda](#)

[Frustrated car owners turn to e-bikes](#)



