



## Report of our activities in 2025



## Board of Directors Report

### A Message from the president on behalf of the Board

You can't justify a bridge by the number of people swimming across a river.

~ Brent Toderian

What came first? The chicken or the egg? Safe cycling infrastructure or people on bikes? Our city was built for easy travel by car. But with a growing population, congestion and pollution concerns, and sky-rocketing costs of personal automobiles, people are looking for other ways to get around. There are many trips that could be taken by bike, but people won't bike if it isn't practical or safe. Or they don't think of it as a possibility. 50+ years of motonormativity is hard to undo.

Enter the suburbs. Suburbs have been built with the automobile in mind. Live in a residential (only) neighbourhood, drive to the mall for your shopping needs, or downtown to go to work. Those are just examples. People may not think of cycling as a way to get around, even for short trips. But our suburbs are changing. The people who live there and their needs and expectations are shifting. I remember talking to a woman near South Keys. She was dependent on her husband's car and work schedule to do groceries. Our conversation quickly shifted to cargo bikes (and bike parking) as an independence tool. She was going to do her research. I hope she found a cargo bike that suits her needs.





Here's where our guest speaker comes in. I'm very much looking forward to learning from Dr Marvin Macaraig on how to build a cycling culture with the suburbs in mind, how to show people cycling can be part of their daily lives.

Over the last few years, I've had the opportunity to bike in Paris, Ghent (Belgium), Amsterdam/Utrecht (Netherlands), and Gdańsk (Poland). There's no shortage of inspiration out there. Things that are doable right here in Ottawa (don't let anyone tell you otherwise).

- Paris has reclaimed car space for its people. The most notable one, and I'm sure you've seen it, are the Seine river banks that got turned into a park buzzing with people walking, biking, or simply mingling.
- A few years ago, Ghent implemented an ambitious circulation plan. The idea is simple: make the city more cycle-friendly without breaking the bank. In Ghent, you can't drive through a ward where you don't live. You need to get on one of the two (pre-existing) ring roads to get to your destination. And the core is car free. I must tell you, the minute I got on a bike there, I felt relaxed. I didn't constantly have to watch for my safety.
- Ah, the Netherlands. What can I say? Cycling infrastructure everywhere even in the countryside, roads and streets where cars are guests, a comprehensive network of public transit and bike share, giant bike parking garages. The scariest part was... riding in Amsterdam. I had to watch for all the bike traffic and couldn't behave like a tourist simply looking around (nice problem to have).
- Gdańsk: I loved the vibrant core where one can walk or cycle, found drivers there to be courteous and patient. And what an extensive bike share system they have: acoustic and e-bike stations all over the city.



Here at home, one can find things to aspire to as well. We all know about Montreal. Now in 2024, I went to the Winter Cycling Congress in Edmonton. Having lived there a number of years ago, I was quite inspired by what I saw: a small, connected network (linking downtown, the university and Strathcona neighbourhoods via the river valley); on-street parking replaced with bidirectional protected bike lanes; runnels on stairs (or funicular) to go up from the river valley to downtown; equitable segregation of space downtown between all modes of transportation (LRT, cars, bikes, sidewalks); ability to board the LRT with your bike anywhere on the train.

The possibilities to make our city more people friendly are there. Now we need the political will (and the budget) to make it happen.

This takes me to the next municipal election on October 26, 2026. People often think they're alone in wanting a better city, safer streets, more liveable neighbourhoods. But they're not. Now is the time for this "silent majority" to get involved and make a difference.

- Support safe streets, cycling projects, transit, and make sure you let your city councillor know (or the councillor for the ward in question). Offer suggestions on how to make projects even better. Don't let grumps be the only ones to speak up and win.
- Do you have the following skills or interests? Urban planning, infrastructure design, writing/editing, social media, webhosting, grant applications, among other ones. [Join](#) one of our working groups or volunteer with us in other ways that align with your interests and abilities.
- Join organisations that work to make our city a better place, including Ecology Ottawa, Ottawa Transit Riders, Strong Towns, For Our Kids, School Streets. Join your community association and make your neighbourhood a better place.
- Talk to your neighbours, colleagues. They're not alone either.

Last but not least, support initiatives to oppose anti cycling legislation by the Ontario government any chance you get.

Peace and bike grease (as my friend Samuel Benoît from Vélo Canada Bikes would say).



## Report on 2024–2025 Activities

The following summarises Bike Ottawa’s activities since the previous AGM, from October 27, 2024 to October 26, 2025.

Activity	Objective	Key Results
Membership	Build momentum and influence by increasing our membership numbers. Ensure that members see value in supporting the organisation. Make membership easier for members and the organization.	<p>Membership in 2024–2025 has continued a slow decline. Though the number of Bike Ottawa members is still in line with our historical average, we feel that it should be higher given the increase in cycling mode share in Ottawa over the last decade.</p> <p>The board has repositioned membership categories and is looking at other solutions to make renewals simpler. The board should consider organising a dedicated membership campaign in 2026.</p>
Comms, Promotion, and Outreach	Increase awareness of the work of Bike Ottawa through social media channels.	<p>We no longer use Twitter/X to reach the public. We remain on Bluesky, Mastodon, Facebook, Instagram, and Threads. We do post regularly across all platforms. But since our postings are organic (i.e. we don’t pay to reach specific audiences), we don’t have control over who we reach and where. It’s not a magic wand. Here’s our reach per platform:</p> <p>As of October 2025, Bike Ottawa has:  3,510 Facebook followers (↑13%)  6,277 Twitter/X followers (↓ 11%)  1,608 Instagram followers (↑22%)  732 Mastodon followers (↑ 12%)  2,627 Bluesky followers (↑730%)  653 Threads followers (↑ 18%)</p> <p>To complement social media, we have our website as well as our newsletter. Our volunteers extraordinaire Daniel (applying to the board) and Tom have revived our newsletter, and it gets sent out regularly. 🙌 It’s a great way to stay informed, including what we’ve been up to, as well as engagement opportunities re transportation in various wards and beyond.</p> <p>In recent months, you may have found that Bike Ottawa’s been a bit more quiet, on social media (particularly in the summer) and on our website. Due to personal reasons, our main contributors weren’t able to post much. If you ever have stories to share in a guest post, feel free to reach out. Or if you want to <a href="#">volunteer</a> your time as part of our comms team, we’d gladly have</p>



Activity	Objective	Key Results
		you. Come talk to us at our AGM.
Delegations	Delegate in front of elected officials, at various levels of government	<ul style="list-style-type: none"> <li>● <b>Queen's Park (November 18, 2024)</b> Delegated against Bill 212 in front of the Standing Committee on Heritage, Infrastructure and Cultural Policy</li> <li>● <b>Public Works and Infrastructure Committee (March 27, 2025)</b> Airport Parkway widening</li> </ul>
Partnerships	Leverage the power of partnerships with key organisations and stakeholders.	<ul style="list-style-type: none"> <li>● <b>Pedal Poll (Vélo Canada Bikes)</b> Again this year, Bike Ottawa and a group of volunteers counted people on bikes across the city. From June 3rd-8th, they captured data that provided a snapshot of what cycling looks like in our community. The data will be available at a later date.</li> <li>● <b>Bike Day on the Hill (Vélo Canada Bikes)</b> Bike Ottawa was part of the organizing committee, helped promote the event via social media and our newsletter and took part in a post-mortem.</li> <li>● <b>World Bicycle Day (European Union delegation/Embassy of Poland)</b> Our VP Cassie Smith took part in the WBD ride alongside delegates of EU embassies. Together they celebrated cycling as a sustainable, accessible and inclusive, low-cost and healthy form of transport.</li> <li>● <b>Cycling Guide App (Cycling Guide Foundation)</b> Funding from Bike Ottawa and generous donations from our members and the public, a corporate sponsorship donation from The Cycling Lawyer, as well as many volunteer hours to test the app helped us get through the finish line. The Cycling Guide app for Ottawa launched at the end of July, and it's well used. Thank you to all for your help, financial or otherwise. We couldn't have done it without you.  This year again, we applied for funding with the province of Ontario to take the app to the next level but were unsuccessful (again). We'll need to do a post-mortem on this.</li> <li>● <b>National Capital Commission</b></li> </ul>

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		<p>A working relationship was established with the NCC, creating an open line of communication with an organisation whose activity has a lot of connection with active transportation, be they new projects or existing infrastructure. This should help our comments bear more weight and help improve current and future projects. Regular meetings are held to discuss ongoing issues.</p> <ul style="list-style-type: none"> <li>● <b>City of Ottawa</b> Recurrent meetings were set up with the Active Transportation Group within City Hall, with the goal to openly discuss our concerns and try to steer projects towards better cycling infrastructure.</li> </ul>
Events	Building on past successful events, and grow the organisation's capacity to deliver and participate in events.	<p>In 2025, we attended community events across the city, in Hunt Club-Riverside, Centretown, New Edinburgh, Carlingwood, and more. Our presence consisted of board members and/or volunteers who discussed Bike Ottawa and what we do, took feedback about the cycling needs of residents in different neighbourhoods, and helped those residents with strategies for pushing the city to address those needs.</p> <p>We also attended the Salon du vélo de Gatineau-Ottawa for the first time this February with our counterparts at Action Vélo Outaouais. Bike Ottawa was present at all 3 days of the Salon, which was an opportunity to speak with many new people who were not familiar with the organization.</p> <p>In March, we virtually hosted Sam Balto of Bike Bus World along with local bike bus leaders to discuss how to set up and run a bike bus to school.</p> <p>Bike Ottawa supported 4 Kidical Mass bike rides in 2025 in New Edinburgh, Alta Vista, Carlington, and Orleans.</p>
Advocacy	Mobilise the public to engage informedly on infrastructure projects and respond to crises as they arise.	<p>Despite the departure of the AWG chair, the group has pursued its mission, with the Ward Advocates organising response to specific projects in their neighbourhood, and the AWGers using the multiple engagement opportunities (surveys, public consultations) available.</p> <p>Pointed letters were also sent on the most crucial</p>

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		<p>projects, like the Bank Street Active Transportation and Transit Priority feasibility study, or the BRT on Carling.</p> <p><a href="#">Join our AWG.</a></p>
Data	Enable Bike Ottawa and other organisations to make informed decisions by giving them access to data and data visualisations.	<p>The Data Working Group remains without a chairperson. It's currently on hold.</p> <p>Are you interested in becoming our new DWG chair? We're looking! <a href="#">Let us know.</a></p>
Media	Raise awareness on issues related to cycling, promote Bike Ottawa and cycling generally.	<p>Board members continue to be quoted or interviewed in many video, radio, and print news stories about all sorts of bicycle stories in Ottawa.</p> <p><b>Bill 212 bike lane ban</b></p> <ul style="list-style-type: none"> <li>● <a href="#">Ottawa councillor fires back over bike lanes</a></li> <li>● <a href="#">Ottawa cyclists fear for bike network after passage of Bill 212</a></li> <li>● <a href="#">Ford's attack on bike lanes</a></li> </ul> <p><b>Ban right on red</b></p> <ul style="list-style-type: none"> <li>● <a href="#">Councillor wants no right turns at red lights</a></li> <li>● Ban right on red CKCU July 31</li> <li>● <a href="#">Councillor calls on Ottawa to consider banning RTOR</a></li> <li>● <a href="#">Des élus d'Ottawa songent à interdire le virage à droite au feu rouge</a></li> <li>● <a href="#">Ottawa devrait-elle interdire les virages à droite au feu rouge?</a></li> <li>● <a href="#">Should Ottawa ban right on red turns?</a></li> </ul> <p><b>Cycling Guide app</b></p> <ul style="list-style-type: none"> <li>● <a href="#">CFRA Ottawa at work (49'42)</a></li> <li>● <a href="#">New app highlights safe and fast Ottawa bike routes</a></li> <li>● <a href="#">Une nouvelle application pour planifier ses déplacements</a></li> </ul> <p><b>Bridges</b></p> <ul style="list-style-type: none"> <li>● <a href="#">Pedestrians, cyclists confused by closure of new Rideau River bridge</a></li> <li>● <a href="#">Ottawa is a winter city? So why don't we build it that way?</a></li> <li>● <a href="#">The 25th hour: A bridge to a Canadian past</a></li> </ul>



Activity	Objective	Key Results
		<p><b>Other</b></p> <ul style="list-style-type: none"> <li>● <a href="#">Building solidarity with bicycles at Velo City (13'28)</a></li> <li>● <a href="#">Baseline transitway possible game changer for east-west cycling</a></li> <li>● <a href="#">Parkway active use hours</a></li> <li>● <a href="#">Senators arena faces mixed reviews</a></li> <li>● <a href="#">Senators arena faces mixed reviews (2)</a></li> <li>● <a href="#">Kidical mass ride promotes cycling safety</a></li> <li>● <a href="#">Mitch Owens Road: Why is it so dangerous</a></li> <li>● <a href="#">Garage 529</a></li> <li>● <a href="#">Vélos volés mais retrouvés</a></li> <li>● <a href="#">The City wants to make biking on Gladstone safer</a></li> </ul>