

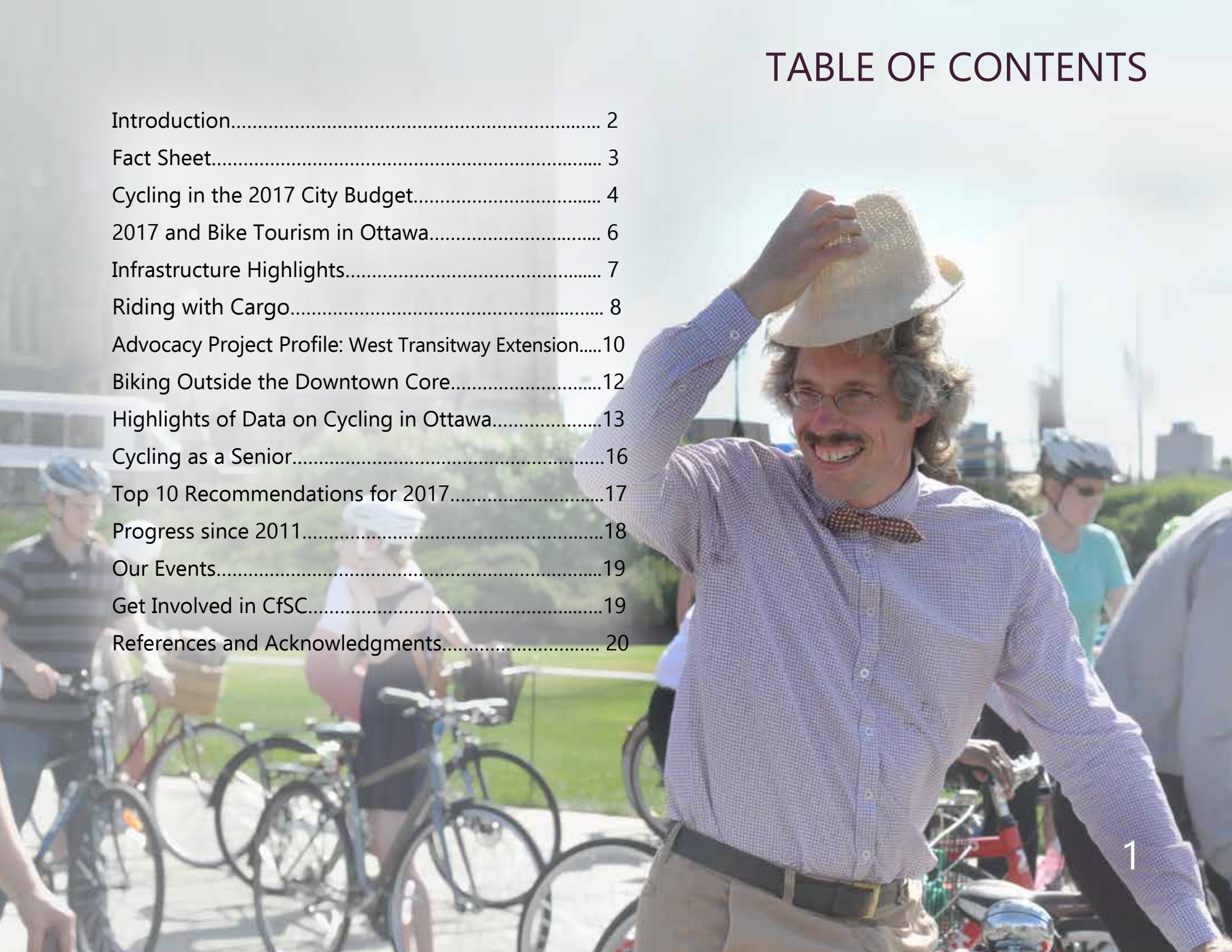
2017 Ottawa Report on Bicycling



Citizens for
Safe Cycling

TABLE OF CONTENTS

Introduction.....	2
Fact Sheet.....	3
Cycling in the 2017 City Budget.....	4
2017 and Bike Tourism in Ottawa.....	6
Infrastructure Highlights.....	7
Riding with Cargo.....	8
Advocacy Project Profile: West Transitway Extension.....	10
Biking Outside the Downtown Core.....	12
Highlights of Data on Cycling in Ottawa.....	13
Cycling as a Senior.....	16
Top 10 Recommendations for 2017.....	17
Progress since 2011.....	18
Our Events.....	19
Get Involved in CfSC.....	19
References and Acknowledgments.....	20



INTRODUCTION

Our Annual Report on Cycling is an opportunity to reflect on the developments we've seen for cyclists in Ottawa in the past year, as well as the opportunities, challenges, and key issues that Citizens for Safe Cycling (CfSC) looks forward to addressing in the year ahead.

This year, our report reflects the excitement of 2017—marking a milestone 150th for Canada, and a promising year for enjoying and continuing to improve cycling in our capital. We continue to explore what different sources of data tell us about cycling in our city—including data from bike counters and from Strava application users. To complement this data, we share stories of some Ottawa cyclists' experiences biking with cargo, as seniors, and in outer wards of the city. With so much attention on the capital in 2017, we also take a look at Ottawa's potential for bike tourism.

Our 2017 report also highlights CfSC's advocacy work: we map out some newly completed bike infrastructure projects and improvements that our Advocacy Working Group has tracked and continues to provide feedback on. We also zoom in on one example of a project that we've been following for years, and the results we've managed to achieve through our efforts so far. As always, we provide ten recommendations for improving cycling in Ottawa, and review progress on recommendations we made five years ago. Finally, our analysis of the 2017 Ottawa city budget—which includes an unprecedented amount of funding for cycling—demonstrates just how busy we'll be this coming year providing inputs and feedback on upcoming cycling investments as new projects ramp up.

A special thanks goes out to all of the fantastic volunteers who contributed to this year's report. Thanks also to our members, whose support makes our work possible. And thank-you for reading—enjoy!

Gareth Davies

President, Citizens for Safe Cycling



FACT SHEET

2,462 purchases logged on *ibikeibuy.ca*

\$48.87 average purchase on *ibikeibuy.ca*

approximately **\$60,000,000** invested in **cycling-related** projects in the 2017 Ottawa City budget

3,858 on-street parking spaces in the 2017 Ottawa City budget

2,606 ring and post bike parking spaces in the 2017 Ottawa City budget

2,202,358 rides on Laurier, passing **2 million** on August 5th

occupancy rate (at least one bike) of **84%** during corral trial

average turnover of **39 minutes** during bike corral trial

202.5km of bike lanes in the Ottawa cycling network

6.2km of cycle tracks in the Ottawa cycling network (e.g. Main, Churchill)

660.5km of pathways in the Ottawa cycling network - including NCC multi-use pathways

260.0km of paved shoulders in the Ottawa cycling network

4.2km of segregated bike lanes in the Ottawa Cycling Network (e.g. Laurier, O'Connor)

1,133.5km of cycling routes in the Ottawa cycling network, including "suggested" routes

78% of Ontarians think better infrastructure would increase cycling rate

CfSC membership record: **374 members** set in October 2016

We aren't far off of this number currently and look forward to further growth in 2017

Thanks to our members and supporters!



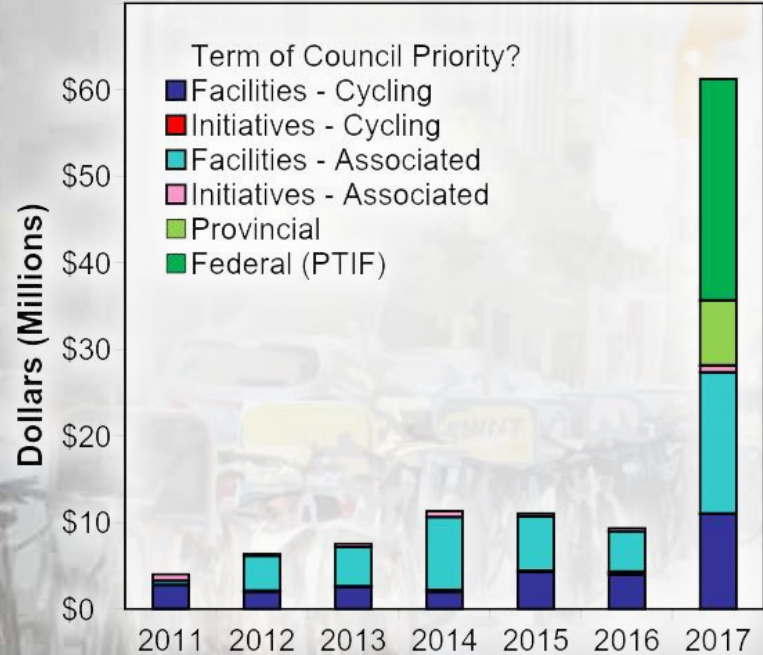
CYCLING IN THE 2017 CITY BUDGET

The 2017 city budget delivers an unprecedented investment in cycling. What makes this budget unique is that, for the first time, funding from the federal and provincial governments is going directly towards building active transportation routes. This is a major win for cycling in Ottawa. We will see implementation of the Ottawa Cycling Plan accelerated, and other key connections built. Cycling to transit will be easier and safer, with trips by bike becoming a realistic choice for more people.

Huge thanks go to city staff who made the most of this opportunity. The federal government offered public transit infrastructure funding, but it was up to city staff to include cycling in project proposals. Because of this, we'll see more cycling infrastructure built, and years sooner.

Some caveats: These projects must be completed quickly because if the federal money isn't used, it disappears. The city also had to fund these projects in part by borrowing. Funding from debt requires repayment from future years' cycling budgets, meaning there could be a later lull in what's built. Decades of under-investment in active transportation means that there is a lot of catching up to do.

We'll be doing our best to ensure this year's budget is a part of a meaningful shift towards sustainable transportation for multiple levels of government, rather than a one-time event. We already know that Ontario is looking at investments in cycling as part of their Climate Change Action Plan. What we can't know now is how much future councils will prioritize active transportation, and what (if any) funding will come in from other levels of government. We're optimistic on all counts, and will certainly enjoy the new infrastructure in the meantime.



CYCLING IN THE 2017 CITY BUDGET

2015-2018 Cycling Facilities Program \$4M
Moves Ottawa towards completing the \$70M Ottawa Cycling Plan by 2031.

2015-2018 Community Connectivity \$4.14M
A strategic initiative to fill in "missing links" around the city and addresses both walking and cycling.

The Fifth-Clegg Bridge \$21M
A car-free connection across a waterway connecting the Glebe and Old Ottawa East.

Cycle tracks on the new Booth Street bridge at Pimisi station \$2M
This will increase cycling safety as the bridge takes on its final configuration.

A new Rideau River crossing south of Carleton University \$1.55M
Funding for the design; construction may be funded in a future budget.

Billings Bridge/Bank Street underpass at Riverside Drive \$2.05M
Provides a bypass to a dangerous intersection.

Manotick bridges \$1.2M
Design for safe places to cycle across Manotick's two main river crossings; construction may be funded in a future budget.

Sidewalks and bike facilities on Ministry of Transport Ontario highway overpasses \$2M
Pinecrest Road is a treacherous overpass due for replacement and may be a candidate for these facilities. Improved walking and cycling infrastructure would aid LRT access.

Bike parking at transit stations \$0.65M
Includes covered and some fully-enclosed parking.

Initiatives that encourage modal shift and help to make cycling safer \$0.905M
Includes new bus shelters, new sidewalks and pathways, bike parking facilities, and programs to encourage walking and cycling.

New cycle tracks and lanes along arterial roads \$5.7M
Including Kanata North at Carling/Herzberg/March, Hunt Club near Paul Benoit, Richmond near Croydon, McArthur Avenue, and Heron Road near Bank Street.

Multi-use paths \$4.3M
Phase 3 of the Trillium path connecting to Dow's Lake, Rideau River western path, improved alignment of the Trans-Orleans path, Cardinal Creek path, and path from Michael Street to St. Laurent Boulevard.

Multi-use path renewal \$4.3M
Includes maintenance for multi-use paths near Byron, Greenboro, and CentrepoinTE.

2017 road resurfacing and rural cycling links \$4.56M
Includes paved shoulders and cycling signage, enhancing safety on rural highways such as Trim Road.

Other major projects with a cycling component \$?
It's unclear from the budget how much will be spent on cycling when a major project is built. It is important to recognize the shift to building "complete streets" which will represent an improvement for cycling when roads are built or reconstructed. The Baseline rapid transit corridor is a prime example, since it will include cycle tracks and shared paths on what is currently a hostile road.

2017 AND BIKE TOURISM IN OTTAWA

Why did you choose to start a bicycle tour business in Ottawa?

I started Escape Bicycle Tours and Rental to share with visitors, tourists and locals the joy and freedom of bicycling. Hundreds of kilometers of recreational pathways, having all major attractions right at our bike paths, having a unique mix of natural and urban scenes make Ottawa a perfect cycling city. My company is about celebrating our freedom to explore and connect with our Canadian heritage, magnificent nature, history, and culture on our bicycles. By bike is the best way to explore Ottawa for visitors and tourists; you are outdoors and active and free from traffic or parking hassle, you breathe fresh air, stop and go whenever you wish, get to see the city intimately- and can eat a lot more because you have done some exercise!

What improvements would make Ottawa an even better city for bicycle tourism?

Marketing and promoting the city as a cycling destination are key: despite the wealth of bike paths, many people outside of the city do not know about our cycling infrastructure.

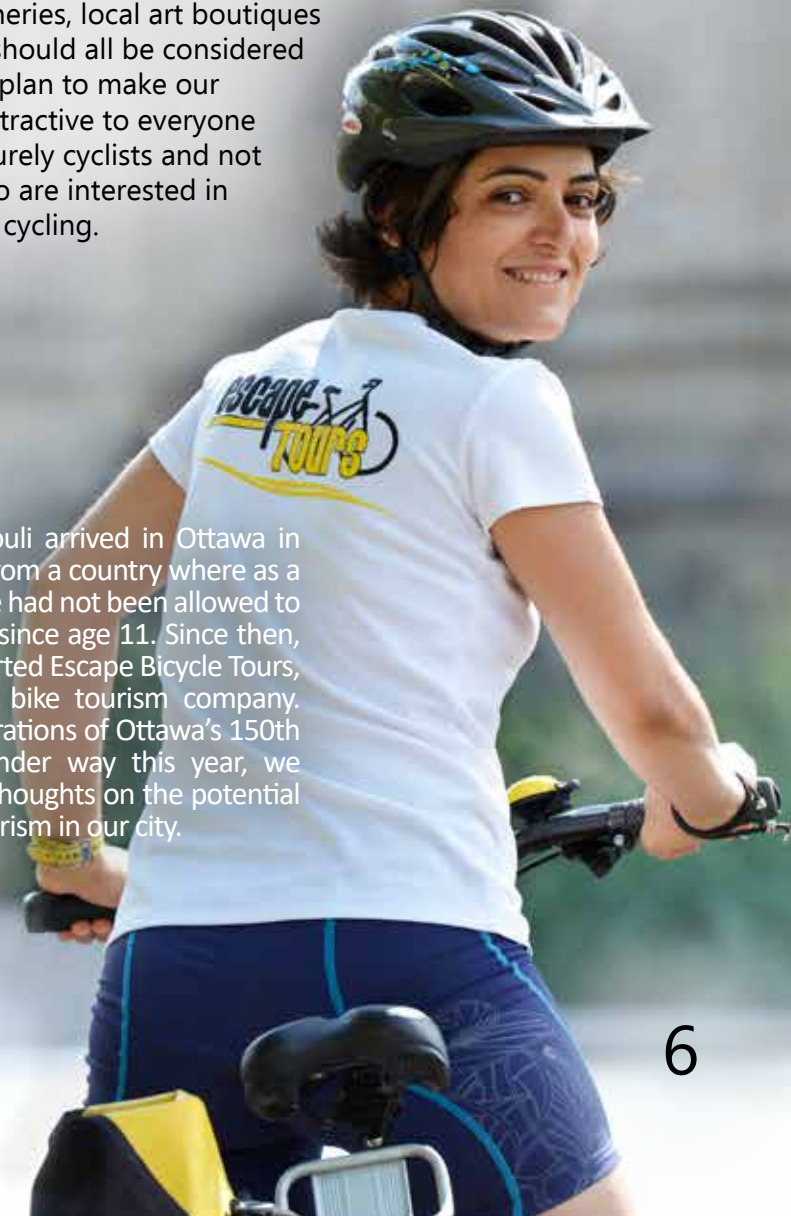
Furthermore, creating connections between the pathways would be highly desirable for both locals and tourists. This will allow cyclists to depart safely from major bikes paths and explore our great neighbourhoods and everything they have to offer- from sights, to food, to shopping.

More advanced and better updates and dissemination of information on path repairs, closure and opening period. Parts of Rideau Canal was closed last year until October even though the sign said that it would be open by April. Sometimes it is challenging to follow our typical tour routes when we are faced with sudden closure of parts of the path with no information on when they would be open again.

Is there potential to promote bike tourism beyond Ottawa's downtown core?

There is a huge potential for developing multi-day cycle tourism in our region. When creating such plans, in addition to safe paths and accommodations, we need to consider and point to attractions along the way. Local farms, breweries, wineries, local art boutiques or museums should all be considered as a part of a plan to make our destination attractive to everyone including leisurely cyclists and not just those who are interested in long distance cycling.

Maria Rasouli arrived in Ottawa in July 2002 from a country where as a woman she had not been allowed to ride a bike since age 11. Since then, she has started Escape Bicycle Tours, an Ottawa bike tourism company. With celebrations of Ottawa's 150th birthday under way this year, we asked her thoughts on the potential for bike tourism in our city.

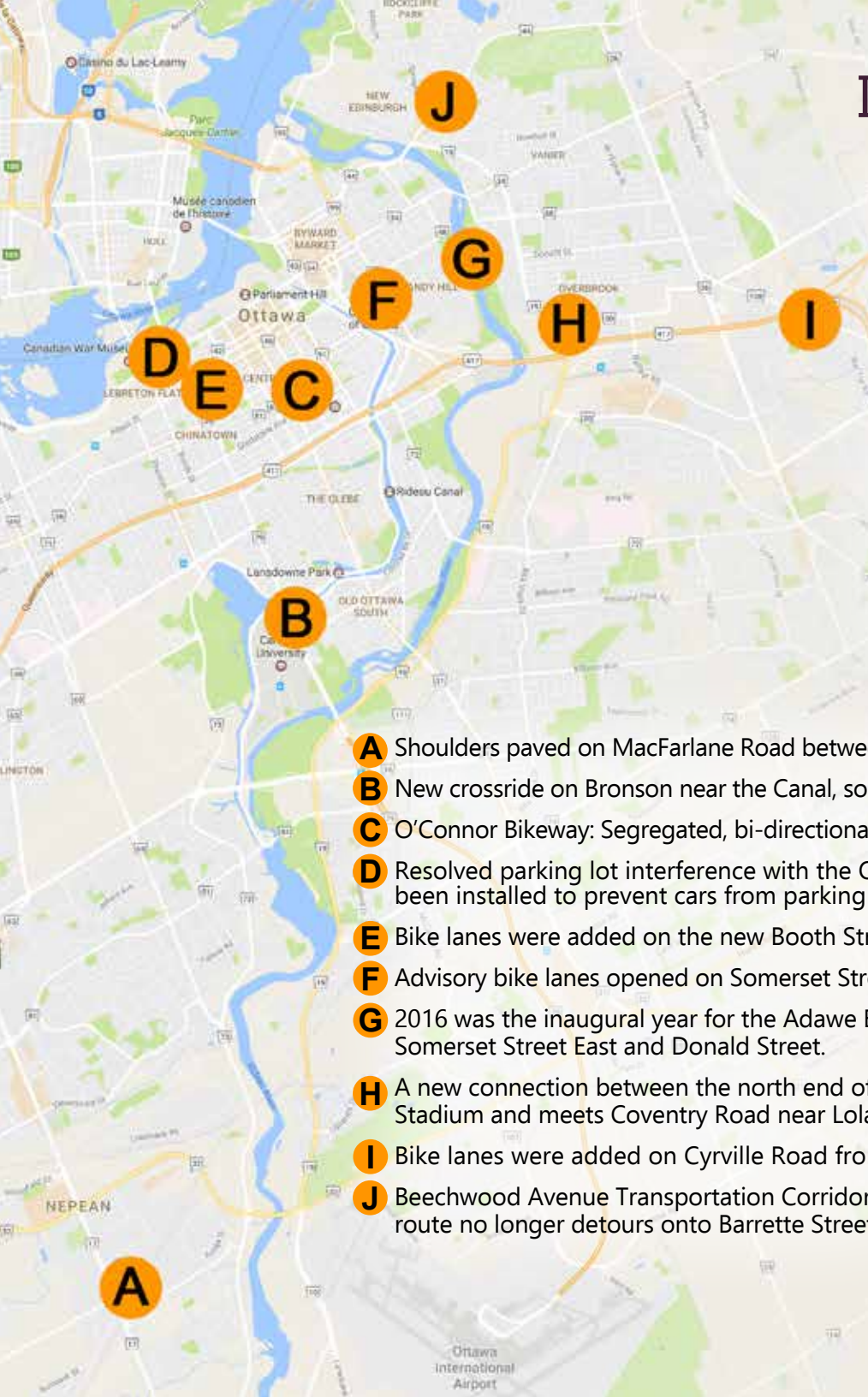


INFRASTRUCTURE HIGHLIGHTS

An important part of our advocacy work involves tracking infrastructure projects across the city from design to completion, and providing advice on how to address their impacts on those travelling by bike. Some of these are dedicated cycling infrastructure projects, others simply have cycling components or the potential to incorporate cycling considerations.

The following are 10 infrastructure projects our Advocacy Working Group tracked that were completed in 2016. Our efforts continue as we provide feedback on how this new infrastructure works for cyclists in practice, and any improvements we think should be considered.

We are currently in the process of tracking many other new and ongoing projects across the city and are always looking for volunteers interested in helping us to expand our reach and coverage!

- 
- A** Shoulders paved on MacFarlane Road between Merivale and Deakin.
 - B** New crossride on Bronson near the Canal, south of Colonel By Drive
 - C** O'Connor Bikeway: Segregated, bi-directional north-south bikeway runs from Laurier Avenue to the Glebe.
 - D** Resolved parking lot interference with the Ottawa River Pathway near Mill Street Brew Pub: oncrete curbing has been installed to prevent cars from parking close to the pathway and inadvertently blocking it.
 - E** Bike lanes were added on the new Booth Street bridge. Long-term solutions are included in the 2017 city budget.
 - F** Advisory bike lanes opened on Somerset Street East: This is an important link to the west end of the Adawe Bridge.
 - G** 2016 was the inaugural year for the Adawe Bridge over the Rideau River (opened in December 2015), connecting Somerset Street East and Donald Street.
 - H** A new connection between the north end of the pedestrian bridge at Trainyards heads east around the Ottawa Stadium and meets Coventry Road near Lola Sreet.
 - I** Bike lanes were added on Cyrville Road from Meadowbrook to Ogilvie.
 - J** Beechwood Avenue Transportation Corridor: Changes have been made to Beechwood Avenue so that the cycle route no longer detours onto Barrette Street.

RIDING WITH CARGO

What equipment do you have to make your carrying of “stuff” safe and enjoyable? Do you have more than one bike, since cargo can be quite varied?

All of us (both adults and our three children) have our own “regular” bikes, and have the usual assortment of panniers and racks to carry small loads. The Yuba has accessories that make it easy to carry huge loads of shopping or kids: running boards, massive panniers, and a large front basket (excellent for a case of beer). We also use a folding box for groceries that we strap on top of the long tail.

Since we don't have a car, the cargo bike is also sometimes a taxi. On those occasions, we use the soft seats that came with the bike to carry kids (or even adults - see below) comfortably. It also comes with a towing tray that allows you to tow another bike when a little one gets tired and needs to hop on the back.

What is the largest or hardest-to-manage item you have ever carried?

In June, we bought a bookcase and some other furniture at IKEA and took it home on the bike. IKEA is not really in our neighbourhood, but is wonderfully well-connected to the bike network so it turned out to be a fun expedition.

The bike can carry up to 400 pounds, so weight isn't an issue, but larger items take a bit of planning.

Husband and wife, Erik de Vries and Charlotte Masemann both developed a preference for travel with stuff in their pre-teens, which, for Erik included a year living in bicycle-friendly Netherlands (they met in Germany while she was studying there). They live with their three children in Overbrook and use the new Adáwe bridge across the Rideau River to reach destinations westward. Since 2010, they cycle year-round.



RIDING WITH CARGO

In October, Erik broke his ankle and couldn't bike or walk to work, so Charlotte carried him on the back of the Yuba with his crutches. During the summer, Erik does the family shopping at the Gatineau Costco by bike, which is accessible entirely by bike paths and lanes from our neighbourhood.

Since you have forsaken owning a car, how has carsharing (Vrtucar, in your family's case) worked? In other words, how do you decide which mode to use?

The kids have gotten used to not having a car, and usually assume we're walking or biking. Most places we go with them -- community centres, parks, library, grocery store, pool, are close by. Still, there are plenty of places we can't bike to because they're too far, or not safely accessible by bike.

We rely on OC Transpo, Vrtucar, car rentals, and Uber, especially during the winter. There are places we can't bike to safely with kids when the cycling network is covered in snow. The main criterion for us is whether we can bike to our destination safely with kids. If not, cost is usually key: with a family of 5, Vrtucar or Uber are often cost-competitive with OC Transpo. When we're planning a shopping trip, we look for shops we can bike to safely. Sometimes if the destination is too far away or too inaccessible, we just don't go.

One downside to not using a car is the security of what you are carrying when you stop at multiple destinations. What is your solution?

We would love to have some kind of lockable case for the back of the bike, but in practice we sometime just leave stuff in the panniers while we do multi-stage shopping. So far, we've never had any trouble; nobody ever opens up the panniers while we're away from the bike. Charlotte usually plans her shopping to do the groceries last, so that the bits and pieces from other shops can go in the grocery cart while she does that final shop.



ADVOCACY PROJECT PROFILE: WEST TRANSITWAY EXTENSION

Through our advocacy work, CfSC tracks and provides feedback on projects with implications for cycling from design right through to completion and post-build review. The West Transitway Extension (WTE) that has been ongoing since 2008 is one example of how our continuing efforts have yielded (and hopefully will continue to yield) results for cyclists throughout what can be a lengthy process of building and renewing transportation infrastructure.

With so much attention on Light Rail Transit (LRT), it is easy to forget that some transit improvements are still being made by speeding up the buses. The WTE from Bayshore Station to Moodie Drive is one such case. Actual construction work on the WTE only started in 2016, but it has been in planning since 2008. CfSC has been involved since the early days, collaborating closely with the Crystal Beach-Lakeview Community Association. There are two main reasons for CfSC's interest in this project:

First: It is a policy that transit corridors have parallel cycling facilities: The chosen alignment for WTE already has the NCC Watts Creek Pathway running beside it. CfSC is determined that this popular east-west cycling route be kept operational during construction and even be improved near Moodie Drive.

Second: A better north-south cycling connection is needed in the Moodie corridor. The Moodie Drive overpass of Highway 417 is the only direct connection between the Bells Corners commercial and residential area and the former Nortel campus that is now becoming occupied by the Department of National Defence. Although this bridge has bike lanes, they are of substandard width and, for the most part, "float" between a through traffic lane and an on-ramp lane. Moreover, there are no sidewalks. Picture that situation on a bridge that regularly sees motorists exceeding the 80-km/h posted speed limit and it is clearly not very friendly to cycling or even walking one's bike. Thus, changes to the layout of the bridge to accommodate numerous buses transitioning from 417 eastbound to the WTE present an opportunity to make more space for active transportation.



ADVOCACY PROJECT TIMELINE: WEST TRANSITWAY EXTENSION

This timeline presents the major developments in the WTE project and CfSC's involvement. We should see completion of much of the remaining work on this new segment of Transitway in 2017, but our advocacy work will not end then. The City has just announced a change to accelerate the provision of light rail out to Moodie by 2023, with possible location of a maintenance and storage facility in this vicinity. Thus, more design, disruption, and opportunities for inputs are on the way!



2008 City of Ottawa's update of Transportation Master Plan identifies need for extending Transitway westward from Bayshore station.

June 2009 to February 2010 City holds three public open houses to consult on and identify the preferred alignment of the WTE.

May 2010 CfSC releases position statement on WTE (through the City's Roads and Cycling Advisory Committee that existed at the time).

Mid-2010 to June 2012 City undertakes Planning and Environmental Assessment study and releases the Environmental Project Report, which included a MUP on the west side of the Moodie overpass and a bridge for the bus way to cross over Holly Acres, avoiding interference with the existing Holly Acres MUPs.

June 2015 City unveils changes to the design due to revised traffic projections on Moodie and to the plan to bring LRT out to Bayshore. MUP on Moodie overpass no longer appears in the design. CfSC submits letter and speaks before Transportation Committee about adverse impacts on cycling. Unfortunately, this has yet to be fully addressed.

December 2015 Following awarding of the construction contract, the design team unveils details about the road, cycling and pedestrian facilities in vicinity of the new station along Corkstown Road near Moodie. CfSC issues letter in response.

April 2016 Relocation of water main prompts one-month closure of Corkstown Road. CfSC succeeds in its request for an official on-road cycling detour through the construction zone.

Summer 2016 New pathway route on north side of Corkstown Road is completed for use as cycling route during road realignment. Pathway is also realigned for new bus station. CfSC and community association meet with City to address issues at Moodie-Corkstown intersection - which has now been redesigned as a protected intersection.

October 2016 City holds public meeting for release of new plans intended to address cyclist and pedestrian connectivity issues. CfSC responds with letter asking for specific improvements.

February 2017 City announces that Stage 2 LRT is now planned to go beyond Bayshore to Moodie Drive as part of the segment scheduled for completion in 2023.

BIKING OUTSIDE THE DOWNTOWN CORE

How do you make cycling part of your daily routine?

I use my bike for commuting and for running most of my errands, from snowmelt in the spring until the first permanent snowfall. My son is grown, but I used to take him everywhere on my bike with either a chariot carrier or a giraffe contraption. The bike has always been my first mode of transportation.

Describe your daily trip.

I take my bike on the bus to get to work because I can't bring myself to get up super early, but then I leisurely ride the 21 km back home. I live just west of the experimental farm and work outside the Greenbelt in South Kanata. While it's far, I can ride about half of my commute on dirt trails and the rest on segregated bike paths. The immersion in nature is fantastic, and I can entirely avoid riding through Bell's Corners--which I find a terrifying urban planning nightmare.

How does the seasonality of the OC Transpo Rack & Roll program affect your routine?


It's a little limiting. They start removing the racks in mid-October. Once a few are missing, the service is not reliable, so you can't really use it any more. When OC Transpo removes the racks, I'll sometimes drive with my bike in the trunk one day, leave the bike at work, and then bus to work the next day so I can ride back.

How do you choose your routes? How bicycle-friendly are the streets along your commute?

I choose my routes entirely with safety and pleasure in mind. The most direct route for me would have me take Baseline and Robertson, but neither have even a basic shoulder for much of their length, so I stick to MUPs and the Greenbelt trails for the entire trip. My route does have the advantage of being exceptionally pleasant and relaxing. It gives me a dose of nature every day and I always look forward to my commute.

Why do you ride?

I ride for many reasons: it's environmental, economical, healthy, and socially responsible; but the first reason is that it's hands-down the most pleasant way to get around. I love that it keeps me in shape by integrating exercise into my daily routine. I can get home and just relax.



Christian is an everyday cyclist who lives and works outside the downtown core, and makes regular cycling and multi-modal trips in the areas between Merivale/Baseline and Kanata South.

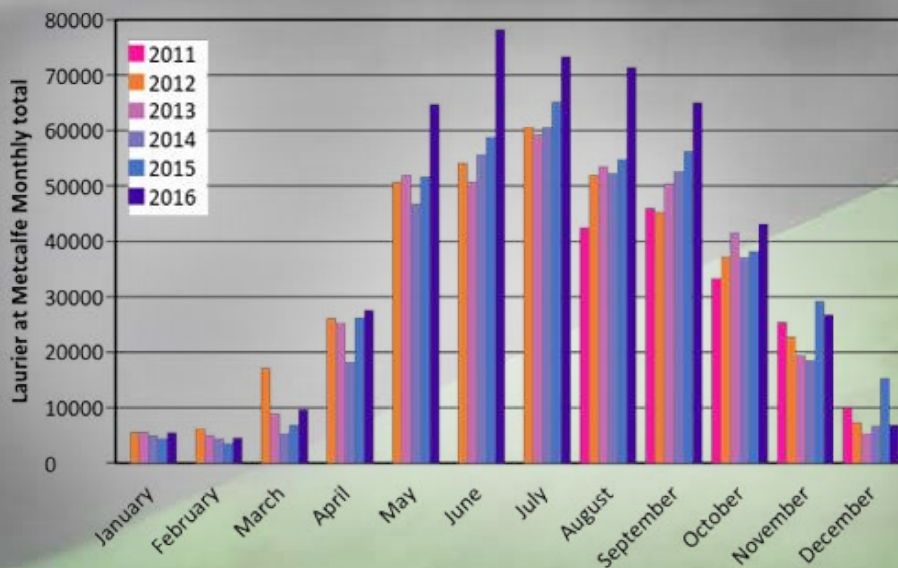
HIGHLIGHTS OF DATA ON CYCLING IN OTTAWA

Cycling in the downtown core is evolving – new routes from the west, east, and south, and a focus on winter riding.

On Laurier, summer months have seen more cyclists every year. In 2016, we saw a spike in counts. It's difficult to say what factors caused this, but many changes in the immediate area likely had an influence. Late in 2015, Laurier was connected to west-end multi-use pathways via the Laurier-Albert connector on Nanny Goat Hill. 2016 was also the first full year when residents east of the downtown core were able to arrive at Laurier via the Adàve Crossing, but their access was complicated by the closure of the Colonel By underpass at the University of Ottawa between early May and late August. Finally, in late October, our lonely Laurier segregated bike lane, the only segregated lane in town since its opening in 2011, was joined by the O'Connor segregated bike lane, allowing a more direct way for residents south of the core to arrive at Laurier. All of these factors likely had an influence on traffic patterns.

The winter of 2015/2016 was the first year of a two-year pilot to plow 40 km of cycling routes in the downtown core. It wasn't flawless, and we received (and continue to receive) many reports of impassable lanes. However, pilots are by definition experimental, and this feedback is needed so that snow removal operations can be optimized. It's also difficult to say yet whether these plowing efforts have made winter cycling more feasible, since each winter is so unique.

It will be interesting to see whether the 2016 counts are topped yet again in 2017, as more Ottawa residents discover the advantages of our developing four-season protected cycling network.

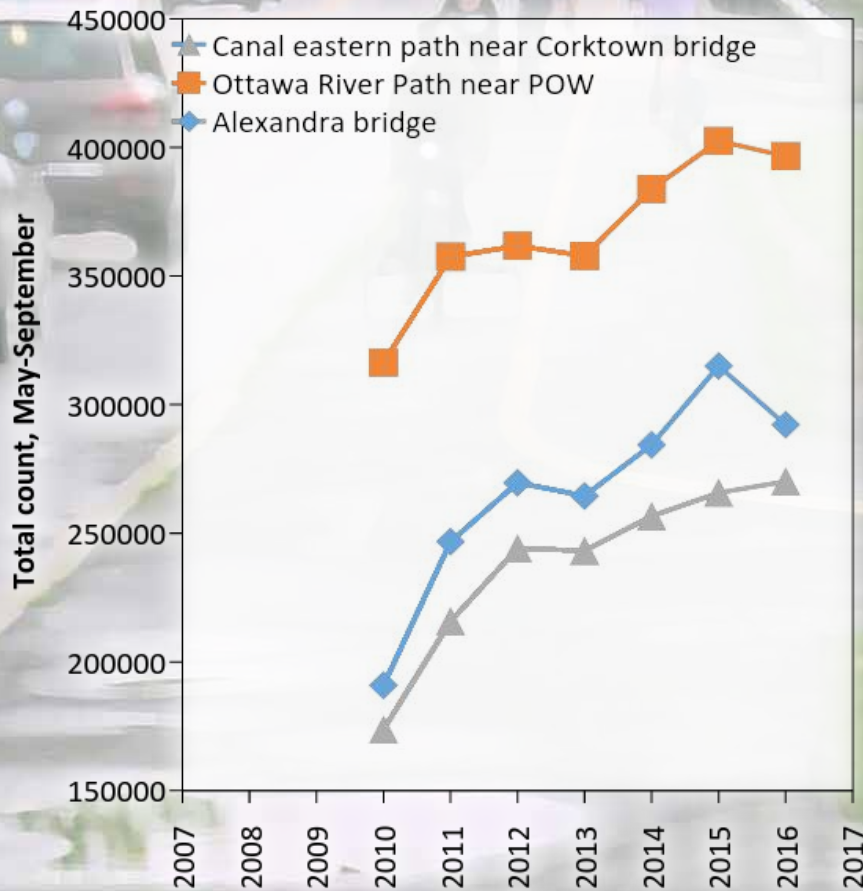


HIGHLIGHTS OF DATA ON CYCLING IN OTTAWA

Multi-use paths are getting busier.

Since counting started in 2010, peak season traffic on these paths has increased by 25-55%. Daily counts on the Ottawa River path regularly exceed 3,000 cyclists, and days with over 4,000 cyclists aren't uncommon. Combine this with a healthy dose of pedestrian traffic and squeeze it all into a space just 3 metres wide, and it's not surprising that complaints and conflict happen.

In a sense, these popular shared pathways are becoming a victim of their own success. The only way to truly correct this situation is to upgrade the paths. To accommodate a diverse range of users, we are advocating for wider paths and, where possible, separate lower-speed/higher-speed paths. This is an important priority for safety and for an enjoyable experience for everyone, whether on bicycles or on foot.



STRAVA: TRACKING WHERE WE RIDE AND WHERE WE WANT TO GO

This heatmap is from a Strava Metro Data visualization through to the end of June 2016. Heatmaps like this can help to inform the city cycling planners, and support our advocacy work. Perhaps we can identify streets that are heavily used, yet have no cycling infrastructure. Alternatively, we could identify locations that are an obvious direct route, yet are avoided by most people. We can then think about ways to improve those areas – signal timing, enhanced snow clearing, bicycle priority measures, new infrastructure, and so on. Thank you to everyone who participated and showed us (anonymously) where you ride.

By the numbers

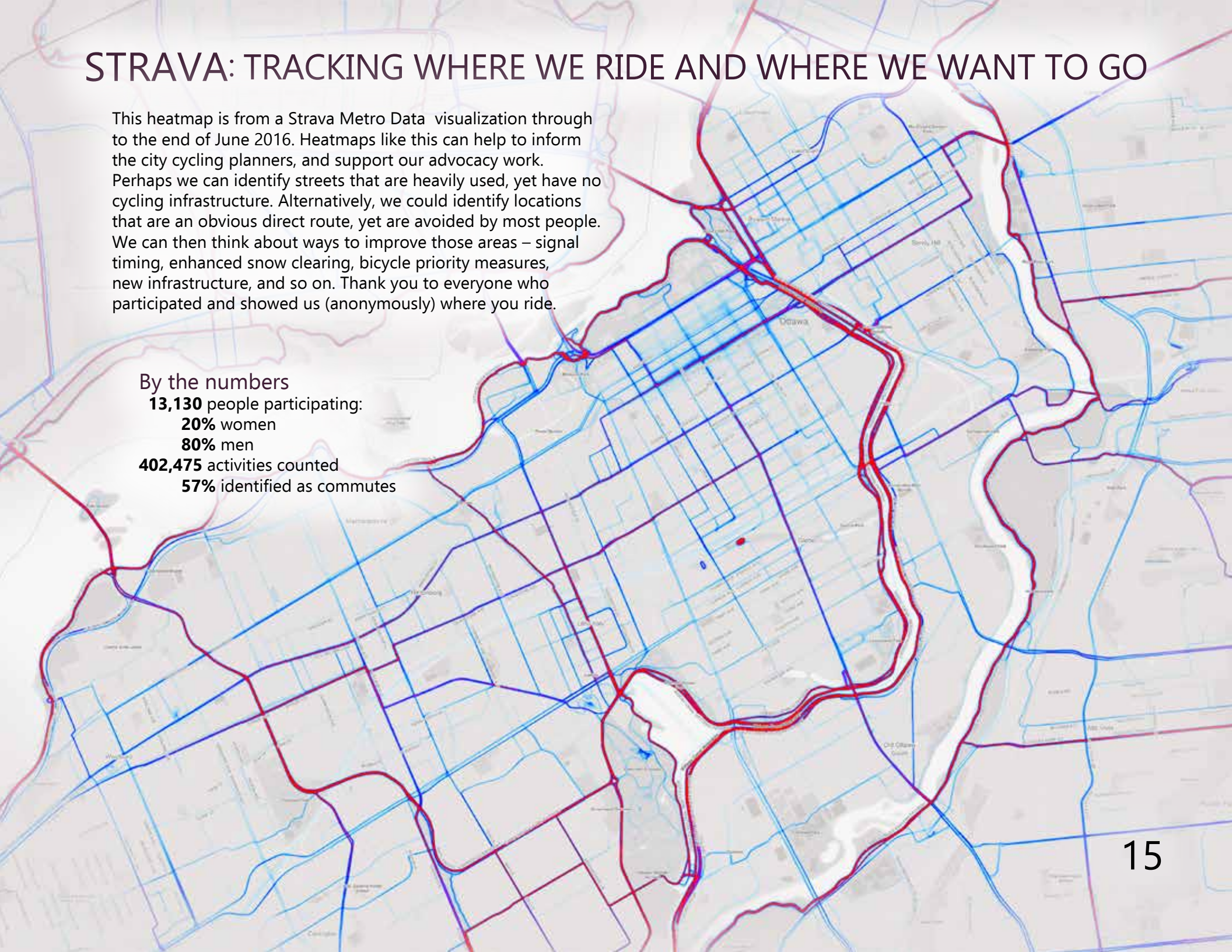
13,130 people participating:

20% women

80% men

402,475 activities counted

57% identified as commutes



CYCLING AS A SENIOR

How have your travel patterns changed since retirement, and how has your cycling changed?

I was extremely fortunate to have a great ride of 20km into work along the Ottawa River pathway from Orleans. When there was a strong head wind, I would use my e-bike. Now that I'm retired, I rarely use it, except when I want to keep up with my husband on his carbon frame bike. As a member of the Pathway Patrol, I cycle many areas that I haven't been before, as well as patrolling multi-use paths through the parks in Orleans. I try to use my bike whenever possible to go to appointments in town, attend lectures and just get out for a pleasant ride.

What role does cycling play in your effort to stay healthy and fit?

Cycling plays a very large role for me in maintaining a healthy lifestyle. Due to all the wear and tear on my knees from years of skiing and playing tennis, I haven't jogged in quite a while and find cycling a wonderful way to stay fit. Cycling with friends provides a great deal of pleasure and is very important for my mental health as well as fitness. Self-guided cycling holidays in Canada and Europe have been fantastic fun and I don't feel too guilty enjoying the wine and food at the end of the bike ride!

Have you saved money through cycling, both transportation and fitness costs?

I don't feel a need to join a gym, as I much prefer exercising outdoors. I find I don't drive my car much, except in winter, since I ride my bike whenever I can and if the distance is too far, I rack and roll on the bus. This might be an issue later when the LRT starts up, as bikes won't be allowed on the trains during rush hour, which will limit when I can roll my bike onto the train. Bikes on trains are a common sight in Europe and they make it easy.

Do you have any issues with soreness or issues with vulnerability to falls or collisions?

Riding my bike is the most stress free way for me to get around. I am concerned about falls and collisions but this hasn't changed with age. I always wear a helmet but don't think it should be mandated for adults as this discourages some people from riding and in particular, using shared bikes.

Just as older drivers limit their driving to less demanding kind of trips, do you limit your cycling because of any declining capabilities? How (e.g., sticking to multi-user pathways, daytimes only)? My riding skills have actually improved over the years and I have become more confident riding in traffic. That being said, I will take the less busy streets and prefer riding in segregated bike lanes, bike lanes and multi-use pathways. Ottawa is making great strides with its complete streets and new cycling infrastructure.

My mountain bike hasn't been up to the trails through the Gatineau Park lately as I am more nervous about this type of riding now that I don't tag along behind my sons any more. Maybe I'll be back on the easier trails again with my grandsons when they start cycling.

Nancy Biggs, 64, lives in Orleans and retired just a few years back. She has been a cyclist since the age of 4. When she retired, she returned to Ottawa from living on a farm in Australia. She primarily relies on a 21-speed city bike, plus a mountain bike and an electric bike. She works in at least one cycling holiday a year.



2017 TOP 10 RECOMMENDATIONS

These are our recommendations for 2017, which we think represent realistic and strategic opportunities to improve cycling throughout Ottawa.

Introduce one snow clearing in early spring on NCC MUPs that are not already winter-maintained.
This would make the pathways accessible to cyclists and pedestrians earlier in the year.

Twin pathways along the river and canal where space permits and where there is a critical mass of users per day at peak season.

Different MUP users travel at different speeds: in congested areas, twinning pathways would improve flow and safety for all.

As a policy, make bike lanes a minimum requirement on new bridges and bridges being reconstructed.

Without planning space for bike lanes from the outset, bridges easily become a traffic pinch point. Planning for bike lanes from the construction phase would help to avoid potential bottlenecks.

Install bike counters in new facilities that are further from the core, particularly outside of the Greenbelt and near LRT stations

This would help to inform bike infrastructure planning in areas beyond the downtown core.

Fill missing connections in the winter cycling network.
Portage Bridge is a key example of a missing link in winter for cyclists travelling between Ottawa and Gatineau.

Enhance winter cycling by improving on-street snow-clearing on low-volume streets that are identified as important cycling connections.

Streets with lower motor traffic volume and speeds are often most appealing to cyclists, and could be particularly so in the winter if maintenance standards and priorities took cycling routes into account. Examples might include Echo Drive or Sherwood Drive.

Improve practices for installing permeable barriers to make them safer and easier to navigate for cyclists.

While intended to keep motor traffic off trails, some permeable barriers-- such as p-gates--can be dangerous for cyclists if they are difficult to see and/or to ride through.

Make bike sharing a component of the public transit service, integrating bike rentals with the transit fare system.

This could help to encourage multi-modal trips using both bikes and transit.

Maintain OC Transpo Rack n' Roll year-round.

This may encourage potential winter cyclists to make part of their commute by bike.

Implement reasonable wait times and visual/audio feedback for signals triggered by cyclists.

There are still numerous examples of intersections where cyclists can trigger a signal, but the wait time is unreasonable. Feedback once triggered would reassure cyclists that the signal will change.



PROGRESS SINCE 2011

Here is our assessment of progress on key issues facing cyclists in Ottawa that we identified five years ago:

There has been significant progress.

O'Connor Street at Catherine Street

This issue has been addressed with the O'Connor Street Bikeway: The lanes run on the left side of the road—eliminating crossover with highway-bound traffic. The Bikeway also provides connectivity northbound under the 417 on O'Connor.

Laurier Avenue connector (west end)

The new MUP on Nannygoat Hill connects the west end of the Laurier Bike Lane and the Albert-Scott MUP, and cyclists can take bike lanes on Bay Street and Wellington Street to get to the Ottawa River Pathway.

Snow clearing

Since 2011, Ottawa has established and continuously expanded its winter cycling network: Approximately 40 kilometres of dedicated bike routes are currently served by winter clearing. Off-street routes (MUPs) are well maintained; on-street bike lanes are more challenging. There is still more room for improving connections and to expand the network further, but we commend the progress we have seen since 2011 (when there was no winter cycling network at all!).

There has been some progress but more is needed.

This includes cases where the jurisdiction in question has committed to addressing the recommendation, but their solution is inadequate or has not yet been implemented.

Byron-Tyndall-Gladstone connection

There has been an effort to improve connectivity, with measures such as bike lanes and bike turning lanes added along the route. However, it remains a challenging route for cyclists-- particularly the few hundred metres that a cyclist needs to travel on Parkdale to connect between Tyndall and Gladstone.

Laurier Avenue connector (east end)

There are now bike lanes across the Laurier bridge, but continuing east there are problems for cyclists at intersections with Nicholas, Cumberland and beyond.

Expand and replace bike parking

There have been improvements (including installation of bike corrals in select locations) but it is uneven across different areas of the city, and there is still more demand than supply for bike parking, particularly near workplaces. Further progress is still needed.

Bank Street near Billings Bridge

Plans to improve this stretch on Bank Street have been included in functional design for Bank Street South, although they have not yet been implemented.

There has been neither significant progress nor a commitment to address the recommendation.

Baseline Transitway station

This issue has not been addressed; it still is not possible to legally cycle in the east-west direction across the Transitway. The plans for the Baseline Rapid Transit Corridor are vague on this issue: it is unclear whether the problem will be addressed through upcoming work in the area.

Reopen pathway in King Edward corridor adjacent to Lester B. Pearson Building

The pathway has been closed permanently and the on-street route remains challenging for cyclists, particularly near the intersection with King Edward where there is a confluence of bus, bike, and car traffic.

Traffic signals

There has not been widespread progress on feedback for triggering light cycles - even where lights have been installed specifically for cyclists. There are some cases (e.g. crossing at Hartwell Locks) where there is feedback and in some places light cycles are shorter, but there has not been a consistent effort towards improvement.

GET INVOLVED IN CfSC

Our Events

CfSC organizes a number of annual signature events. In addition to these—summarized below—in 2016, along with Ecology Ottawa and a number of other local partners, we also co-sponsored an evening with Janette Sadik-Kahn, New York City's former Transportation Commissioner and author of *Streetfight: A Handbook for an Urban Revolution*.

5th Winter Bike Parade January 23

Approximately 60 people joined for an easy 8km winter ride starting and ending at City Hall, followed by treats and a panel discussion with City Councillors.

Spring.Bike.Ottawa April 2

We had our largest turn-out ever for our 2016 edition, with 100+ people joining us. We were honoured to have Minister and MP Catherine McKenna open the event, and great presentations from the City's Kornel Mucsi, the NCC's Bruce Devine, and lawyer Laurie Tucker among others. Read the recap on our website.

Tulips on Two Wheels May 21

Again this year, CfSC was set up beside the canal during the Tulip Festival offering free maps, t-shirt and membership sales, as well as free tune-ups from our partners at CycleSalvation.

RBC Bluesfest Bike Parking July 7-17

This year, in addition to parking thousands of bikes, on July 15th—the busiest day of the festival—extra CfSC volunteers were out to raise awareness of our work with our many happy customers.

CfSC Annual General Meeting September 26

Not only did we have the largest ever number of members and guests in attendance (nearly 150), but we also had more members of City Council join us than ever before, along with Mayor Jim Watson. Our keynote speaker was Fraser McLaughlin of EcoCounter. Read the recap on our website.

We count on the efforts of many volunteers to support our activities: If you are interested in playing an active role with CfSC, here are a couple of ways that you can get involved.

Advocacy Working Group (AWG)

With the increase we've seen in funding for bike-related projects, CfSC is busier than ever monitoring projects and their implications for cyclists, and providing advice and feedback from design to implementation. Each month, our AWG meets to review projects and discuss priorities for creating safer cycling routes in Ottawa. Interested in supporting our advocacy efforts? Email advocacy@bikeottawa.ca, and we'll send you details on upcoming meetings, and keep you informed about new and ongoing projects.

Events Committee

We recently started a group of volunteers that helps with the organization and running of events. To get involved, email events@bikeottawa.ca.



REFERENCES

Fact Sheet

<https://ibikeibuy.ca>

Bike Counter Data - Laurier at Metcalfe - Eastbound+Westbound
<http://ottawa-laurier.visio-tools.com/> (as of 1 January 2017)

Memo to Transportation Committee: On-Street Bike Parking
(Bike Corrals) Pilot Project (22 Feb 2016)

#CycleON: Ontario's Cycling Strategy (2013)

Open Data Ottawa: Cycling Network Dataset.
<http://data.ottawa.ca/dataset/cycling-network>

Maps

Google maps <https://www.google.ca/maps>

Strava <http://labs.strava.com/>

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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.

