

# Cycle In

September 2015 Ride to City Hall

Ottawa Centre EcoDistrict

Ottawa, Canada

OCTOBER 2015



Cycle In Riders at City Hall, September 14, 2015



[www.ottawaecodistrict.org](http://www.ottawaecodistrict.org)

## Acknowledgements

The Ottawa Centre EcoDistrict (OCED) is a community based non-profit organization working to reduce ecological footprint, increase social vibrancy and attract businesses to the downtown core. Completing a project of this magnitude is only possible with the help of volunteers and partners.

We would like to thank several organizations for their work behind the scenes to help the OCED. Parsons helped us to better understand the technical challenge, and provided help with mapping. Citizens for Safe Cycling, Ecology Ottawa, Enviro Centre and VeloGo for promoting our event and for helping to recruit volunteers. Finally Enviro Centre, RBC Royal Bank and Stratos rallied support in the workplace and got teams of employees to participate.

The following volunteers signed-up to help by riding, recording their trip and sharing their observations:

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# The Ottawa Centre EcoDistrict's **Cycle In** Campaign

*Improving cycling connections to and  
through Ottawa's downtown core*



To find out more about Cycle In go to...

[www.ocado.ca/cycle-in](http://www.ocado.ca/cycle-in)

To find out more about the tee shirt campaign and support the initiative go to...

<http://teesforthepeople.com/products/cycle-in>



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## Highlights and Conclusions

### Highlights

- On Monday, September 14, 2015, volunteers ‘cycled in’ from 12 of the 23 City of Ottawa Wards, taking 20 routes into City Hall, all arriving just before 9:00 AM. This included the following Wards:
  - Ward 7 – Bay (Councillor Mark Taylor)
  - Ward 8 – College (Councillor Rick Chiarelli)
  - Ward 9 – Knoxdale-Merivale (Councillor Keith Egli)
  - Ward 10 – Gloucester-Southgate (Councillor Diane Deans)
  - Ward 11 – Beacon Hill-Cyrville (Councillor Tim Tierney)
  - Ward 12 – Rideau-Vanier (Councillor Mathieu Fleury)
  - Ward 13 – Rideau-Rockcliffe (Councillor Tobi Nussbaum)
  - Ward 14 – Somerset (Councillor Catherine McKenney)
  - Ward 15 – Kitchissippi (Councillor Jeff Leiper)
  - Ward 16 – River Ward (Councillor Riley Brockington)
  - Ward 17 – Capital (Councillor David Chernushenko)
  - Ward 18 – Alta Vista (Councillor Jean Cloutier)
- In addition we received comments from other cyclists from across the City and we have included additional comments on other Wards.
- Approximately 60 cyclists participated in the rides including six Councillors: Tim Tierney, Mathieu Fleury, Tobi Nussbaum, Catherine McKenney, Jeff Leiper, and Jean Cloutier.
- We produced a report for each ride (contained within this report) and we have a [gallery of photos from the ride at our web site](#).

### Conclusions

- We have a great cycling city with many pathways to take.
- Our pathways are not continuous and addressing the gaps is important.
- Commuters and experienced cyclists are resilient and choose the most practical path from their home to downtown, balancing safety, enjoyment and time of travel.
- Increasing the modal share for cycling means bringing new cyclists into the fold and our rides point to many things that could help in this regard.
- Any work completed in 2016 should include the smaller, easy steps that would greatly improve the cycling experience of visitors, especially during our 2017 celebrations.



## Introduction

### Cycling is a Priority

In February and March 2015, the Ottawa Centre EcoDistrict (OCED) engaged the community to determine how to make the downtown better, using the EcoDistrict framework to manage input. Over 300 ideas were generated and after further analysis and online voting, it was determined that improving cycling connections to and from the downtown core was the top priority. For more information see the [OCED Sustainable Neighbourhood Action Plan](#).

The OCED launched the Cycle In campaign to identify desired connections and to highlight the improvements that will be needed for improving safety and to allow the City of Ottawa to achieve its goal of doubling the number of cycling trips within the Greenbelt.

The first phase of Cycle In involved a single ride in May with Councillor Catherine McKenney, Kate Whitfield of Parsons and some volunteers. The methodology of completing a ride, taking photos and making notes was tested and determined to be an excellent way of raising awareness and collecting data.

A meeting was then held to identify the desire lines for travelling to and from downtown. Potential routes were mapped out and the OCED began working with partners to recruit volunteers to complete a series of rides all on the same day.

Over 60 volunteers including six City Councillors participated 20 rides from 12 Wards to identify the current state of these routes and then talk about what our preferred future state would be for each route. A follow up meeting was held and the OCED team worked with ride captains to develop a report for each ride. Those reports are included as part of this document.

### Alignment with the 2013 Ottawa Cycling Plan

The City of Ottawa adds cycling infrastructure to our existing network every year and the National Capital Commission maintains approximately 800 km of multi-use pathways. In addition, there are a significant number of community members who work with groups to improve cycling and to advocate for change including: Citizens for Safe Cycling; Bikelanes.ca, EnviroCentre and Ecology Ottawa.

The Ottawa Cycling Plan (OCP) sets a modal share target of 8% for trips originating within the Greenbelt by 2031 which would be double the 4% share in 2011<sup>1</sup>. In order to do this more people need to choose to cycle. The biggest barriers that they face are incomplete infrastructure and safety issues. The Cycle In ride has been designed to help the City to achieve its objectives in the Ottawa Cycling Plan and the Transportation Master Plan.

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<sup>1</sup> City of Ottawa Cycling Plan 2013, p. 40.

The OCP outlines four groupings of Ottawa residents:

- those who have no interest in choosing to travel by bike or are unable to do so (33%);
- those who will choose to cycle on roads regardless of road conditions (9%);
- those who are enthused and confident (26%); and
- those who are interested but concerned (33%).<sup>2</sup>

The last two groups represent a majority of residents (59%) and they are interested in cycling but prefer bike lanes and separate cycling facilities for safety purposes. "To meet the OCP 2013 modal share targets, cycling facilities must be made attractive to the 59% of residents who are interested in cycling but prefer bicycle lanes and separated cycling facilities for safety purposes."<sup>3</sup>

## Support for Tourism

The OCP also makes the connection between improving cycling infrastructure and its impact on creating a better visitor experience. "Today's tourists desire a more active experience during their visits. Recognizing this, the city continues to make improvements cycling network to help meet this demand by connecting tourist destinations (already well served by the NCC and the city pathway networks) with dining and accommodations."<sup>4</sup>

The OCED has met with Ottawa Tourism to discuss cycling. It is well promoted with several new pages on the [Ottawa Tourism Web Site](#). There are several vendors who rent bicycles or promote cycling tours, and VeloGo was launched this year replacing the Bixi Bike program.

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<sup>2</sup> City of Ottawa Cycling Plan 2013, p. 52.

<sup>3</sup> City of Ottawa Cycling Plan 2013, p. 56.

<sup>4</sup> City of Ottawa Cycling Plan 2013, p. 25.

## Findings from the Ride

### Positive Views of Cycling In Ottawa

The reports included many positive descriptions of cycling in Ottawa. Generally participants in the Cycle In ride appreciate the number of pathways that we have, the beauty of the view from many of them, how easy it is to use them and how safe they are.

Here is a sample of comments received.

- About riding through the experimental farm “If all routes were this pleasant, there would be a lot more bicycling in the city... this is a good route. We should have more like it.”
- “It is a pleasant ride along the canal to the Hartwell Locks.... the ride along the canal is enjoyable and scenic.”
- “Great bike path through Alta Vista allotment gardens.... All in all a great ride for a main commuting route.”
- “The Eastern Parkway is a great ride. It is safe, well-marked and the volume on the pathway is low.”
- “The Cobourg bike lanes are a great improvement ... there is a feeling of safe, dedicated space for cyclingwide enough to allow passing.”
- “Overall, the commute was enjoyable, and felt safe.”
- Steward and Wilbrod are well marked and easy to ride.
- “An example where the City has done a great job providing a smooth transition from bike path to city street is where the Trans Canada Trail crosses Carling Avenue at the pedestrian crossing which is just to the east of Andrew Haydon Park.”

### Our Pathways Are Not Connected

None of the rides were completed on cycling infrastructure (bike lanes, multi-use pathways or cycle tracks) from start to finish. There are gaps along the way. In some areas lanes and pathways just end forcing cyclists to decide how to continue their journey. Sometimes this involves riding on sidewalks, cutting through commercial properties or weaving through traffic or across lanes.

These gaps are being addressed by the City and the NCC, and as pathways are connected and new infrastructure is unveiled, cyclists celebrate and demonstrate their approval through increased use.

Here are some examples of observations from the rides.

- “North of Baseline on Fisher, cyclists have a lane merging northbound. There is also a bus stop and no bike lane - a bit tight. In the disappearing right lane lots of vehicles speed up to merge left. Buses frequently pass very close.”
- “Difficult intersection at Industrial and Alta Vista. There is a massive amount of bike traffic here all summer. Signs say to walk bikes across intersection. Northbound drivers turning right roll through

without checking to the right frequently. Can a safer solution be created using signalization, such as no right on red for cars?”

- “The team followed Rideau St. to Charlotte ... Rideau is busy and turning left is difficult.”
- “Unfortunately there are no traffic light switchers for cyclists on Wurtemberg to cross Rideau Street.”
- The Alta Vista bike lane is a key piece of infrastructure but turning onto Smyth to cross the Rideau River is difficult. “Heading North on Smyth Road from Alta Vista Drive to Main Street is requires experience as there is no cycling lane and motor vehicle traffic is extremely fast along this route with vehicles exiting Smyth to Riverside or entering from Riverside.”
- “Some better crossing infrastructure on Bay Street at Gladstone and Somerset would make the overall trip very smooth.”
- “The bike lane on Alta Vista disappears just north of Rolland, forcing cyclists to compete with buses and cars. Many cyclists cross Alta Vista just before the median or use sidewalk on the west side.”
- “Echo Drive to Pretoria Bridge is a tricky place for cycling (slip between the two lanes of traffic to turn left) and there is no sign on Northbound Colonel By to advise drivers to yield to cyclists.”
- “There is a concern generally with an increasing number of cyclists hopping on sidewalks where pathways end suddenly or where they feel that the bike lane itself is unsafe.”

## Increasing Modal Share Will Require Safer, Easier Routes

Increasing modal share means getting people onto bicycles. Respondents to the Building a Liveable Ottawa survey listed the following factors as measures that would encourage more cycling:

- Additional facilities (e.g. bike lanes, bike parking) – cited by 40%
- Better pathway and /or road connections – cited by 36%
- Improved traffic safety – cited by 33%<sup>5</sup>

Participants noted challenges in a number of places that would probably deter less experienced riders. Here are some examples.

- “The roundabout near the Arboretum can be difficult to manage.” Another rider noted “One must be experienced, signal very clearly and take the lane.”
- The MUP at Hog’s Back Bridge includes a blind curve at the underpass.
- “Towards Dow’s Lake at the bottom of the hill is a bike lane that is often used by cars.”
- Some major roadways such as Ogilvie Road have large grass boulevards between the sidewalk and the road. Motorists travel fast, at the speed limit and beyond. Can we consider cycle tracks to put the cyclist beside the pedestrians with some separation from the vehicles?
- Cummings Bridge westbound has a bike lane but east bound it is downhill and uses sharrows which is intimidating less experienced riders.
- “There is no space at the curb for cyclists at St. Patrick and Crighton. Some cyclists go on the sidewalk, where public transit users wait for the bus.”

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<sup>5</sup> City of Ottawa Cycling Plan 2013, p. 39.

- “There is a curb extension on opposite corners of Putnam and Springfield that pushes cyclists into the path of cars.”
- “Byron has new sharrows under parked cars which does not send the right message.”
- “Bulb-outs at Gladstone and Booth: It is understood that they are good for shortening the crossing distance for pedestrians and for waiting for buses but they squeeze bikes at intersections.” This is true of all bulb outs.
- “Needs to be more contraflow lanes like the one on Gladstone between Elgin and Cartier; simple and useful.”
- “Stop signs for cyclists along Ottawa River Pathway at a number of driveway entrances might be replaced with Stops for cars. Maybe replace the stops with yields.”
- “While the shoulders along Prince of Wales Drive provide a comfortable amount of space, the high volume and high speed of traffic are still a concern.” This was true in many places.
- “Traffic on Bank is fairly heavy so really only for experienced cyclists.”
- “Kilborn Ave to Billings Bridge is a major challenge. While there are cycling lanes, some motorists do not notice them and merge into the turning lane without looking/signalling.”
- The NCC multi-use pathways along the Ottawa River, the Rideau River and the Rideau Canal are at times overcrowded and each should be assessed for opportunities to twin the pathway.
- Some have concerns about motorists that act aggressively towards cyclists asking “How can you convince people to take on active transportation when they don't feel protected?”

## Our Rides Exposed Some Major Pinch Points

In selecting each of the 20 routes, Cycle In participants selected those that provided a balance of safety, scenery and reasonable travel time. Even so there are many critical ‘pinch points’ around the City.

A ‘pinch point’ is a passage that funnels cyclists and vehicles together such as the Billings Bridge which services Bank Street just North of Riverside Drive. Pinch points are hard to avoid and many present the cyclists with a dilemma. Do I travel through this pinch point which is less safe and difficult to ride, do I try to find an alternative, or do I choose not to cycle?

Participants made note of several pinch points that must be addressed to increase cycling, regardless of cost or complexity.

### *Billings Bridge*

This bridge is busy and difficult for cyclists to use without fighting with cars or disturbing pedestrians by riding on the sidewalk. The ideal solution would be a separate bike lane one each side, perhaps suspended off the side of the existing bridge, to allow 2 lanes for vehicles in each direction, two sidewalks for pedestrians and two lanes for bikes.

### *Bank Street Bridge*

Crossing the Canal just South of Lansdowne, this bridge currently has green sharrows. Cycle In participants 'took the lane' and travelled safely over the bridge. However, we agree that only experienced cyclists will take the lane and some choose to ride their bikes on the sidewalk, disturbing pedestrians.

The bridge is architecturally significant and recently built so a modification seems unreasonable. An alternate bridge, like the Corktown Bridge, could be placed near the bridge. Another option would be to consider limiting vehicles to three lanes in total, with the flow of the middle lane alternating, and creating raised cycle tracks on either side.

### *Bridge from Clegg to Fifth over the Canal*

This bridge, once build, will provide an important option for cyclists who are travelling downtown or who are visiting Lansdowne. It has the potential to connect many cyclists from Alta Vista and beyond to the Glebe and the downtown core. This bridge will be eagerly welcomed by cyclists when it arrives.

### *Donald Street Bridge over the Rideau River*

This bridge which is nearly complete will save cyclists 5 to 10 minutes in travel time. Along with other nearby projects, it will provide an important and complete connection from Overbrook, Vanier and beyond to the University of Ottawa and downtown. The ride from the west side of the Rideau where the bridge is located up Somerset to downtown is a fast, efficient and easy ride.

### *Queensway Underpass at Bank*

Many commuters take Bank in the morning despite the fact that in certain spots (and times of the day) cars fill both lanes and leave very little space for bikes. The underpass at the Queensway is a difficult pinch point and was noted in our reports. The road is in rough shape and going both ways the right lane is slowed due to cars turning before entering the underpass, and then very quickly the left lane is slowed due to cars turning left immediately after they pass through the underpass.

In the morning cyclists often try to pass cars in the narrow gap between the sidewalk and the vehicle, sometimes resorting to riding on the sidewalk.

### *Wellington Street West*

The portion of Wellington Street West from Bayswater to Parkdale is very difficult for cyclists. It narrows to allow parking on both sides of the street and now includes a marked 'dooring zone'. It is all day parking (i.e. no restrictions for rush hour) and there are road narrowings (bump outs) at many intersections to make it easier for pedestrians to cross.

The net result is that cyclists must ride in the available single lane along with vehicles. Even though it is marked with sharrows, some cyclists report feel stressed due to low travel speed (20 to 25 km/hr typically for cyclists) versus the posted speed limit of 40 km/hr. Additionally following a bicycle often frustrates a motorists due to the speed differential.

Wellington St. is not a pinch point in the same way as a bridge or tunnel is since cyclists can take Armstrong or Byron to commute, but the majority of customers that come to Wellington West arrive by means other than a personal vehicle.<sup>6</sup> Removing cyclists from Wellington reduces the number of potential shoppers.

#### *Beechwood from the Vanier Parkway to Mackey/Charlevoix*

The City has recently improved St. Patrick in many ways and from King Edward to Vanier Parkway. In addition Cobourg has very good bike lanes and it intersects with St. Patrick. However, at the Vanier Parkway there is a serious pinch point. In rush hour two lanes of cars tend to squeeze out cyclists and in the limited off hours (10:00 AM to 2:00 PM weekdays) it is a tight squeeze between parked cars and traffic.

Once at Mackay St. / Charlevoix St. cyclists can turn south and continue perpendicular on Barrette St. They can also continue on Beechwood Ave. which widens at this point with bike lanes starting at Putnam Ave. / Marier Ave.

In this area the removal of parked cars to create one lane in each would provide safer passage but there are bus stops on both sides. One completely out of the box solution would be negotiating a right of way for bikes behind the stores on Beechwood Ave. on the south side. A less desirable solution would be to direct bikes down the Vanier Parkway and create a crossing where the footpath emerges from the intersection of Charlevoix St and Landry St.

#### *Cummings Bridge*

The Cummings Bridge connects Montreal Road and Rideau Street and crosses the Rideau River. It has a painted bike lane westbound but sharrows going eastbound which can be intimidating to less experienced riders. A design that incorporated cycle tracks on both sides would be more comfortable to cyclists.

#### *St. Patrick Street Bridge*

St. Patrick has excellent bike lanes eastbound and westbound and this bridge is easy to use.

#### *Sussex Street Bridge*

Sussex has excellent bike lanes eastbound and westbound and this bridge is easy to use.

#### *Smyth Road – Main Street Bridge*

This bridge over the Rideau River does not accommodate cyclists. Hopefully with the redesign of Main Street bike lanes or cycle tracks will be added.

#### *Mackenzie Ave*

A two lane bike path connects from the Alexandra Bridge to this intersection and there are bicycle lanes on Sussex. In addition, cyclists can turn left from St. Patrick to go southbound. All three paths converge on this Mackenzie Ave. intersection which is not designed to manage these flows. This results in cyclists mixing with

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<sup>6</sup> Ottawa Cycling Plan 2013, p. 23.

pedestrians if they stay on the broad sidewalk on the west side of the street or they mix with vehicles in the two lanes of traffic. At the end they go left, right or continue straight onto Colonel By Drive.

## Commuters Find a Way

The methodology for the ride called for volunteers to meet and discuss how to get to City Hall from their starting point. The ride captain was asked to take the lead in achieving consensus on which route to use and to take notes and photos along the way.

This randomized process of route selection demonstrated that experienced cyclists with knowledge of route options will consider three main factors when selecting a route. They tend to balance safety, enjoyment and time of travel. Most of the ride teams did not take the most direct route, opting to take a route instead that met these three criteria. Moreover commuters may experiment early on with route choices but within a few weeks they have a principle route nailed down.

This is important because although none of the rides were entirely on cycling infrastructure, these commuter cyclists who volunteered for Cycle In quickly settled into a favoured route that for the most part is easy to use and reliable (with exceptions for construction).

Therefore we concluded that there is a reasonable level of satisfaction amongst commuters. They all have ideas for improvements but they would continue to cycle downtown on their existing routes.



## Ideas for Improvement

### NCC

#### Quick Fixes

- Better signs or communications to clarify rules at the roundabout at Prince of Wales and the Arboretum.
- Add stop signs for cars at crossing points with MUPs as is done in where Greenview Ave crosses Trans Canada Trail in Britannia Beach. Alternatively add yield signs for all users (see pg. 26 for more details).
- Thought not a quick fix, since the OCED hosted Cycle In, the NCC and the City has announced that they have a plan to address our concerns about Mackenzie Ave, with approvals to come in November 2015.
- Provide clear instructions to cyclists to slow to 15km/hr on NCC MUPs where visibility is reduced, specifically all tunnels and the blind corner on the MUP (Hog's Back and Hartwell Locks).
- Ensure that for 2017 any painted lines or crossings have been touched up.

#### Mid to Long Term Fixes

- Work with the City to ensure that routes are 'connected' meaning clean, safe transitions from NCC infrastructure to City infrastructure. Great collaboration was shown at the crossings at Fifth and the Queen Elisabeth Driveway and Clegg and the Colonel By Driveway.
- Twin some pathways to create one for cycling only in high traffic areas. Specifically assess the need on multi-use pathways along the Ottawa River, the Rideau River and the Rideau Canal.
- Improve the condition of the MUP along the south side of the Sir John A Macdonald Parkway, possibly as the twinned lane for that part of the pathway.
- Assess the railing along the Canal – is it too low?
- Consider building a MUP from the Farm over Agriculture Canada parkland towards Queen Juliana Park.
- Add an MUP along Wellington Street through Lebreton Flats to connect Scott / Albert pathway to Wellington.

## Safety and Ease of Use

#### Quick Fixes

- Improve left hand turns downtown (bike boxes or signals).
- Add a yellow line on the Mackenzie St. sidewalk from the corner of St. Patrick to Wellington. **Note: The recently announced redesign eliminates the need for this suggestion.**
- Shorten the light cycles at St. Patrick and Cobourg and Rideau and Cobourg, and install bike sensors.
- At the intersection of Lola and Coventry add a painted bike box and directional signs.
- Use bollards or heightened enforcement to prevent parking in bike lanes. Stewart St. and Wilbrod St. are two examples.
- Better mark crossings to keep cyclists on designated cycling routes (e.g. Percy Bay bike lane).
- Improve signage for visitors navigating in the downtown core. The new blue Route 2 signs are a great example.

- Create a safer solution at Industrial and Alta Vista such as using signalization or no right on red for cars. Northbound drivers turning right sometimes roll through without checking for bikes.
- Improve LH turn off Rideau onto Charlotte.
- Consider cycle tracks over the Rideau River at Smyth and Main. Currently the plan for the reconstruction of Main Street suggests the following for McIlraith Bridge. “Establish cycle track southbound and bike lane northbound.”

#### *Mid to Long Term Fixes*

- Improve driver and cyclist law enforcement in conflict areas.
- Launch education targeted at all users – cyclists, pedestrians and motorists – to highlight key challenges and areas of friction between users.
- Improve connectivity and safety where Laurier bike lane approaches the University of Ottawa from the east.
- Enforce driver speed limits. Prince of Wales was noted as a place where motorists exceed the posted limits.
- Improve Fisher north of Baseline (see Meadowlands and Inverness Park).
- Convert sharrows going eastbound on Cummings Bridge to cycle track or bike lane.

## Maintenance

#### *Quick Fixes*

- Fix counter flow signal to link East to West across Bank and Macleod.
- Repaint all downtown bike lane pavement markings for 2017.

#### *Mid to Long Term Fixes*

- Improve MUP between Riverside and Rideau River alongside the Hurdman Transitway Bridge which is generally safe, but bumpy and crumbling west of Transitway T-Junction.
- Repair and repaint bike lane on Graham Street between Main and Echo.
- At Nicholas St. and Stewart St. improve the bike crossings in all directions.
- Increased lifecycle budget for maintaining MUPs.

## New Infrastructure/Next Plan

#### *Mid to Long Term Fixes*

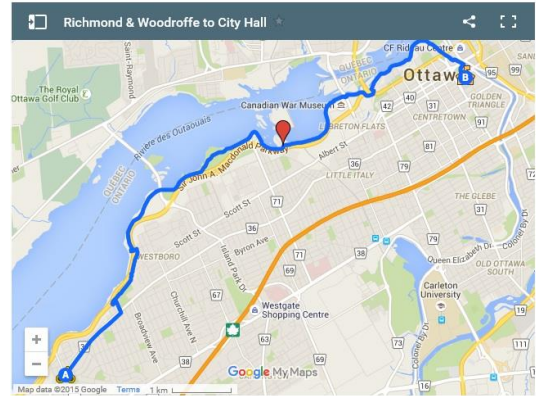
- Review and address all of the identified **pinch points**. **Note: Mackenzie Ave concerns are addressed by the recently announced plans up for approval in November 2015.**
- Consider adding cycling on Sparks Street with a 15 km/h speed limit.
- Launch complete street renewal on Beechwood Ave.
- Add bike lane along Crichton St. to Beechwood Ave.

- Address Beechwood Ave between Vanier Parkway and Mackay with removing a lane or creating a lane behind the commercial properties.
- Link Trainyards (Terminal Ave.) to Via Train Station by bike path.
- Develop a new design for bulb-outs at curbs that allow cyclists to pass through rather than being pushed into traffic. Modify bulb outs along bike routes first while integrate new design into future road upgrades.
- Add protected lanes along Wellington Street from Chateau Laurier to Portage Bridge.
- At Alta Vista and Rolland install “dip” in median to allow cyclists to cross, or extend bike-lane north to Industrial Avenue.
- Add access to Colonel By Driveway from Bank St. Bridge in both directions.
- Consider options for Bay Street bike lane crossings at Gladstone and Somerset.
- Consider options for the Echo Drive to Pretoria Bridge to improve transition (see Alta Vista and Industrial).
- Consider using MUPs or cycle tracks along any four lane roadway with posted speeds of 60 km/hr or greater where there is space. Examples include Ogilvie Road but Hunt Club Road.

## Ward 7 | *Cycle In* to City Hall

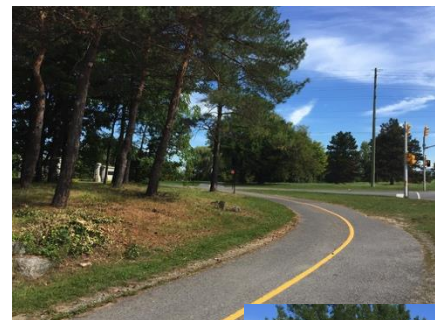
### Woodroffe Ave and Richmond Road

- Richmond draws most of the commuter car traffic so we headed east along Byron which runs parallel to Richmond.
- The multi-use path that runs between Byron and Richmond is a good alternative but it starts east of Woodroffe along a sidewalk that passes in front of a bus shelter. It should start at Woodroffe extending behind the bus shelter.
- The multi-use path that runs along the south side of the Sir John A Macdonald Parkway is poorly maintained with cracks that create an uncomfortable ride.
- Ottawa River Pathway is a much nicer ride.
- The crossing at River Street was noted as a potentially dangerous spot, identified by the red marker on the map. The path takes a quick turn just before reaching this intersection. Cyclists who notice and take heed of the miniature stop sign are quickly overtaken by cyclists approaching from behind.
- Good to see the gaps have been filled between the path and the ends of the small wooden bridge just to the west of the War Museum.
- Full report posted on [September 22, 2015](https://ottawavelooutaouais.wordpress.com/2015/09/22/bike-commute-from-the-intersection-of-woodroffe-ave-richmond-road-to-downtown) at: <https://ottawavelooutaouais.wordpress.com/2015/09/22/bike-commute-from-the-intersection-of-woodroffe-ave-richmond-road-to-downtown>



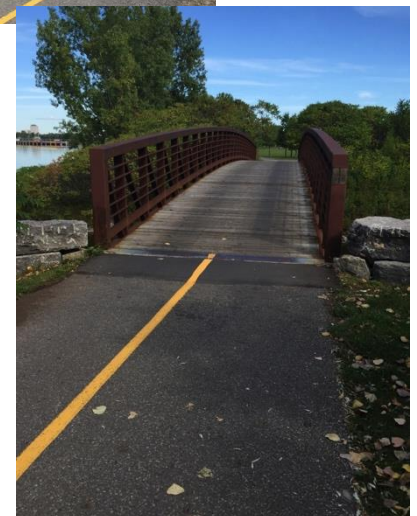
Route

Lights at Fraser & Richmond



Intersection at River Street

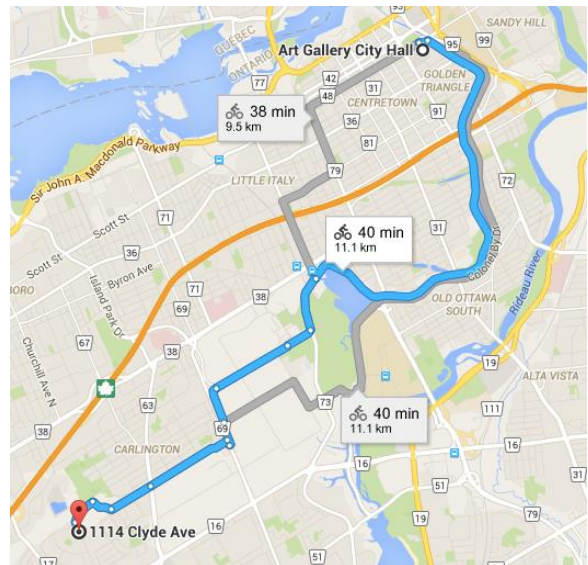
Filled in gap at edge of wooden bridge



## Ward 8 | Cycle In to City Hall

### Maitland and Agincourt

- 40-minute route through Experimental Farm, past Dow's Lake, and along the Canal.
- The route is well-maintained. It's the Experimental Farm pathway. There are a few brief moments where bikes and cars have to co-exist, but they're few and far between and mostly uneventful.
- The hardest part is near the Agricultural Museum. The path peters off and you have to know where to go, and part of the path is unpaved mud that a horse cart uses. You can go on Commission Scenic Driveway, but that takes a little longer.
- The roundabout near the Arboretum can be difficult to manage.
- The rest of the ride is well-marked with joggers, walkers and skaters but lots of signage and cooperation in sharing the path.
- If all routes were this pleasant, there would be a lot more bicycling in the city. It takes about 45 minutes, it's safe, it's green, and on the way downtown a bicyclist is treated to a gentle slope down. The way home is slightly less pleasant, as you face the same slope.
- This is a good route. We should have more like it.



Route

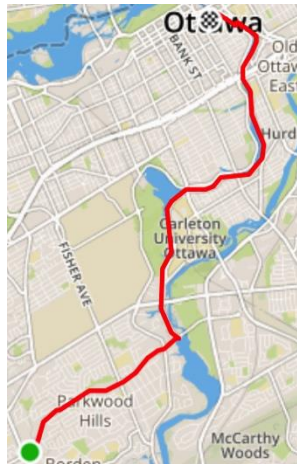


The pathway entering the Farm from Fisher

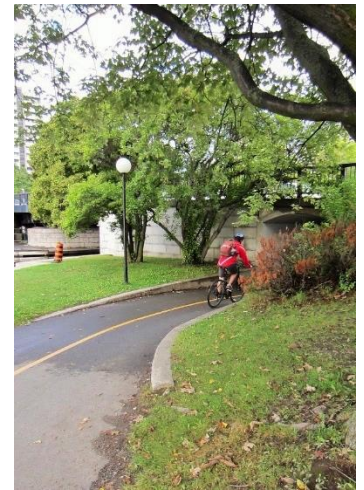
## Ward 8 | Cycle In to City Hall

### Merivale and Meadowlands

- The ride starts with a paved shoulder on and off with sharrows on Meadowlands starting at Chesterton Dr. to Prince of Wales.
- Once you get to Hog's Back Bridge there is a blind curve at the underpass.
- The day we rode was after two days of heavy rain and there was water in the Hog's Back underpass. Would this be ice in winter?
- It is a pleasant ride along the canal to the Hartwell Locks. At that point there is a blind intersection and a downhill that can be problematic.
- Along the canal the railing is below center of gravity for a cyclist and we had an incident this past summer with a cyclist falling over the railing.
- The ride along the canal is enjoyable and scenic.
- Where the Queen Elizabeth Parkway meets Laurier there is a contra-flow lane onto Laurier from the South side before the bridge. This allows you to go right (East) onto Laurier but not left.



Route



*Blind curve at Hog's back underpass*



*Blind intersection at Hartwell Locks*



*Railing along the Canal*

## Ward 9 | Cycle In to City Hall

### Meadowlands and Inverness Park

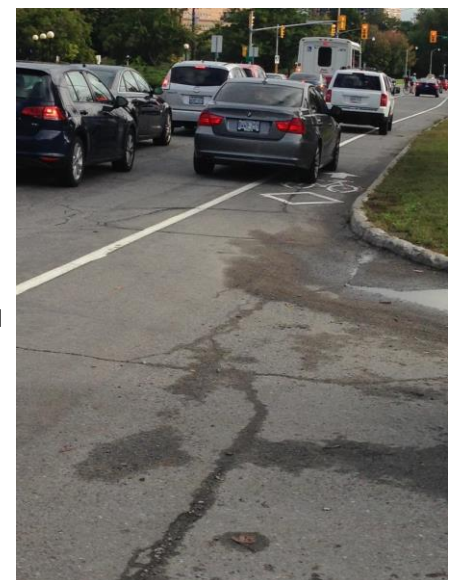
- Fisher: traffic is not too fast at rush hour, but a bike lane would make it better.
- At Fisher and Malibu south of Baseline, there should be traffic refuges lights as cyclists cut through the strip mall to Baseline and Fisher.
- North of Baseline on Fisher, cyclists have a lane merging northbound. There is also a bus stop and no bike lane - a bit tight. In the disappearing right lane lots of vehicles speed up to merge left. Buses frequently pass very close.
- The Farm is great, very low traffic.
- The Prince of Wales roundabout is not great for cyclists in general. One must be experienced, signal very clearly and take the lane. Still sometimes cars won't yield.
- A MUP could be built on Ag Canada Parkland towards Queen Juliana Park.
- Towards Dow's Lake at the bottom of the hill is a bike lane that is often used by cars. This is a very problematic stretch.
- There is a brand new MUP on the Cadets property.
- The two lanes approaching Carling NB are not great. You have to take the left lane in order to cycle onto Preston. However, with the extended Trillium path and bike crossing on Carling, this area can be avoided soon.
- Rochester is a very quiet road to the Queensway but north of it, Rochester has terrible road conditions that are slowly being repaired (but not all)
- Gladstone to the start of Laurier has no issues.



Pathway through the farm is great for cycling



Roundabouts remain a challenge. Taking lane and signalling is very important

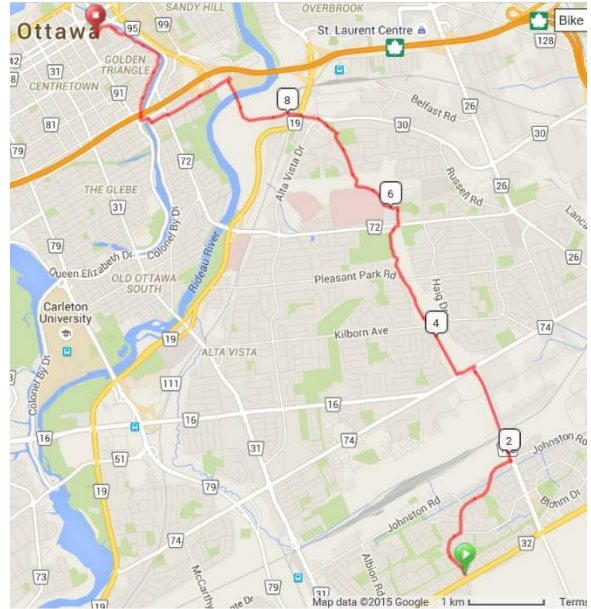


Bike lane at Prince of Wales is often abused

## Ward 10 | Cycle In to City Hall

### Hunt Club and Sable

- New asphalt and bike lane on Conroy Road (bike lane is not as smooth as the pavement).
- Great bike path through Alta Vista allotment gardens.
- Difficult intersection at Industrial and Alta Vista. There is a massive amount of bike traffic here all summer. Signs say to walk bikes across intersection. Northbound drivers turning right roll through without checking to the right frequently. Can a safer solution be created using signalization, such as no right on red for cars?
- Nice bike path down Industrial and crossing at Riverside.
- Decent path through Hurdman, but pavement is tired in spots. Bike connector from Hurdman Bridge to Lees could be better.
- All in all a great ride for a main commuting route.



Route



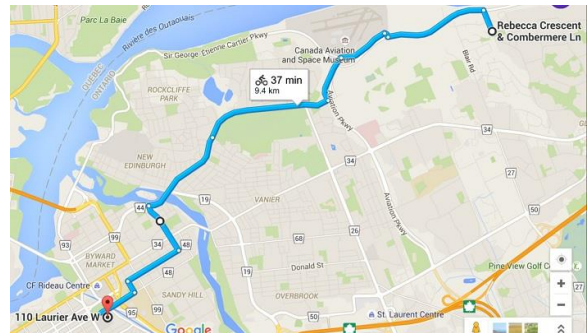
A Selfie along the way from the Cancer Survivors Park



## Ward 11 | Cycle In to City Hall

### Combermere and Rebecca

- The Eastern Parkway is a great ride. It is safe, well-marked and the volume on the pathway is low.
- Hemlock was fine until we hit Beechwood at Putnam where it becomes uneasy for cyclists until you get to the Vanier Parkway.
- St. Patrick is great from Vanier Parkway to Cobourg. The ride through Sandy Hill via Cobourg and Stewart is a relatively easy ride that is well-marked.
- We used the cycling lanes on Laurier for the stretch to City Hall.
- All in all a great ride.



Route

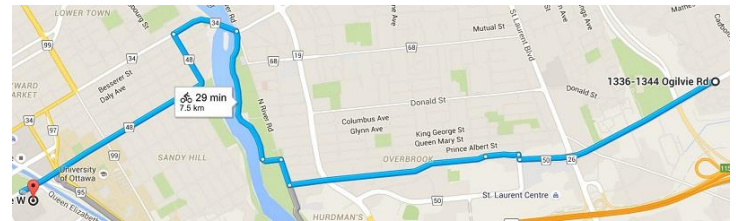


*Intersection at Beechwood and Putnam where the bike lane stops (from Google Streetview)*

## Ward 11 | Cycle In to City Hall

### Ogilvie and Palmerston

- The ride began down Ogilvie to St. Laurent Blvd. It has a bike lane but cyclists are at times beside cars that sometimes exceed the posted 60 km speed limit. There is a large grass boulevard on the side where a separated lane could go.
- Crossing St. Laurent to Coventry the team took a small path to Hardy Ave which becomes Presland Road. This connection is almost finished and Presland is a quiet neighbourhood street that crosses Vanier Parkway.
- From there we went to River Road north to the Rideau River parkway where the new bridge across the Rideau River was visible.
- We moved to Montreal Road to cross the Cummings Bridge which a painted bike lane westbound but sharrows going eastbound which can be intimidating to less experienced riders. The new bridge will help many cyclists by providing a viable alternative to Montreal Road. In addition, the crossing at St. Patrick is much better than Montreal Road.
- The team followed Rideau St. to Charlotte to Laurier ending at City Hall. Rideau is busy and turning left is difficult. Once on Charlotte the ride is great although the team ran into a bit of traffic on Laurier. A very comfortable and less busy alternative to Laurier is Stewart.



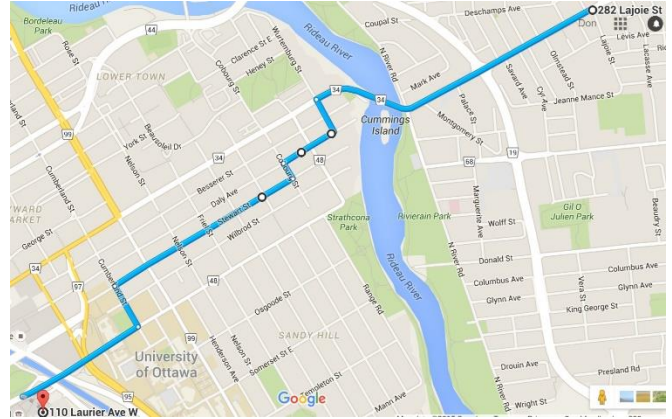
Route



## Ward 12 | Cycle In to City Hall

### Montreal and Lajoie

- Montreal road has the right lane reserved for taxis and buses in the morning. A sign is needed for cyclist use.
- The Cummings Bridge has finished the bike lane all the way to Wurtemberg which makes it much better.
- Unfortunately there are no traffic light switchers for cyclists on Wurtemberg to cross Rideau Street.
- It was a very smooth ride from Stewart St. onwards although sometimes delivery vehicles block the cycling lane on Laurier.



Route



Montreal Road at Vanier Parkway



Councillor Fleury cycling in along Stewart



Montreal Road at Cummings Bridge

## Ward 13 | Cycle In to City Hall

### Cummings and Donald

- Donald St. is comfortable but at St. Laurent intersection a lane to the lights should be installed.
- Side streets from Donald to Lola (e.g. Presland) are great but need repaving and better bike route signs.
- Lola should ideally have a bike lane if possible.
- Lola and Coventry intersection will have a bike lane to connect to baseball stadium, currently under construction.
- Coventry bridge over the Queensway is excellent for bikes.
- Need a map of bike connectivity and directional signs at the entrance to the baseball stadium bridge.
- Need pathway link and bike lanes along the eastern driveway of the baseball stadium by Canadian Tire (that is coming).
- Good connection from Coventry Bridge to Hurdman Bridge.
- Somerset from Rideau River through U of O is a great connection.
- When finished, the Donald Bridge over Rideau will make this ride 5 to 7 min shorter.

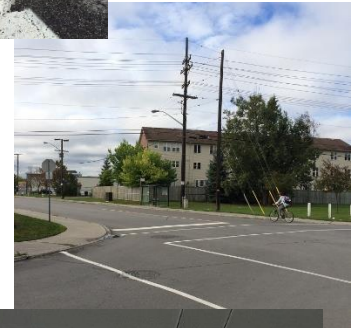


*Donald to Presland over Coventry and Hurdman and along Somerset over Corkstown*



*Donald and St. Laurent – Area to left should be designated bike lane.*

*Lola is a major connector and should have a bike lane*



*Bridge linking baseball stadium to Via Rail Station is excellent cycling infrastructure*

## Ward 13 | Cycle In to City Hall

### Springfield and Rideau Terrace

- On Springfield, the wide road allows drivers to speed. Traffic at rush hour is dense with parents dropping children off at school.
- Drivers sometimes break at the last minute for the speed bumps at the bottom of the hill (between Putnam and Beechwood).
- There is a curb extension on opposite corners of Putnam and Springfield that pushes cyclists into the path of cars.
- McKay and Vaughn is difficult to cross on weekdays in rush hour due to car speeds.
- Vehicle speed reduction tools at Crighton and Vaughn would make for safer cycling.
- There is no space at the curb for cyclists at St. Patrick and Crighton. Some cyclists go on the sidewalk, where public transit users wait for the bus. Water also accumulates over the sidewalk and the street in front of the bus stop.
- The Cobourg bike lanes are a great improvement, and despite drivers going at high speeds, there is a feeling of safe, dedicated space for cycling wide enough to allow passing.
- **St. Patrick and Cobourg:** Many drivers stop in the new turning box. The light is also too long – Priority should be given to the cyclists. This is the same for Coburg and Rideau.
- **Stewart Street:** On Stewart and Wilbrod, cars regularly park in the bike lanes. Adding bollards and marking bike lanes with logos and signs could help.

Curb Extensions forcing cyclists closer to traffic

- The bike route on Laurier going West in front of Confederation Park is dangerous at times. Possible options include marking the lane from the bridge,



Route



Crichton leading up to St. Patrick



## Ward 14 | Cycle In to City Hall

### Preston and Aberdeen

- Our group considered two routes and chose a second route using smaller side streets. Our group chose the smaller side streets because we had a small child with us and the perceived notion is that main streets are busy and dangerous.
- The final route was Aberdeen East, Rochester North, Anderson East, Booth North, Eccles East, Bell South, Christie East, Bronson North, Gilmour East, and Cartier North.
- Alternative routes, taken by people living around the area would be taking Gladstone all the way to Christie or to Cartier. Gladstone is a busy main street without a bike lane but it is a very direct and flat route.
- The Pathway is a very scenic route without stop signs or lights but it is the longest route to City Hall.

#### Comments about the route selected:

- Rochester is an exit for the Queensway. We experienced heavy traffic on Rochester and got cut off by cars.
- Crossing larger streets such as Gladstone and Bronson was difficult due to the volume of traffic.
- Many of the streets we used had parked cars. Caution must be taken not to get doored.
- Road conditions, especially on Gilmour, were poor making a less pleasure riding experience.
- Gilmour is, however, a low speed, low traffic route, as is Cartier.



Crossing O'Connor at Gilmour

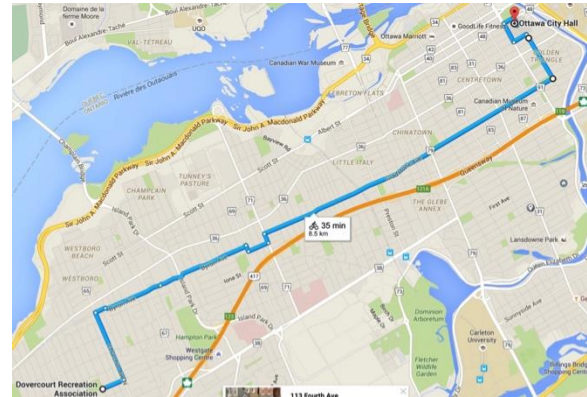


Rochester St. at the Queensway

## Ward 15 | Cycle In to City Hall

### Dovercourt Community Centre

- Used the new Churchill Ave cycle tracks to Byron Ave and saw cyclists using Churchill.
- Byron has new sharrows under parked cars which does not send the right message. Without changing parking regulations, the sharrows should be in the lane.
- At Byron and Holland: stayed in middle of the lane to turn left for Tyndall; easy to do but not easy for all cyclists.
- At Tyndall and Parkdale: had to navigate backed up cars on Parkdale to make the left; it was easy with other bikes but not for all types of users.
- Gladstone was busy but fine. New 1.0 m passing rule is helping to change motorist behaviour.
- Bulb-outs at Gladstone and Booth: It is understood that they are good for shortening the crossing distance for pedestrians and for waiting for buses but they squeeze bikes at intersections.
- Stuck behind a bus on Gladstone – other cyclists either took the sidewalk or went wide around the bus.
- “Dismount and walk” signs: ineffective at signalized intersections where a MUP crosses; MUPs should be wide enough for both pedestrians and cyclists.
- Needs to be more contraflow lanes like the one on Gladstone between Elgin and Cartier; simple and useful.
- Are raised intersections really helpful in terms of traffic calming? A cyclist has to go up and over.



Route



Ward 15 riders celebrate their arrival at City Hall

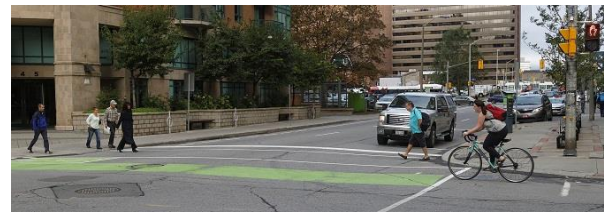
## Ward 15 | Cycle In to City Hall

### Mountain Equipment Coop (Richmond and Churchill)

- Bike route signs lacking on local streets taken to reach Ottawa River Pathway from MEC (Roosevelt to Workman to Kirchoffer to Westboro Beach)
- Stop signs for cyclists along Ottawa River Pathway at a number of driveway entrances (Kitchissippi Lookout, Champlain Bridge and River Street) might be replaced with Stops for cars. Maybe replace the stops with yields (there is more bike traffic than car traffic).
- The NCC pathway along river was comfortable. Using a pathway can be challenging when there are many other users on it. It wasn't overly busy at 8:15 AM.
- Route took us onto Sir John A Macdonald Parkway at Vimy Street. No one indicated traffic was a concern even though up to Portage Bridge there are no markings for cyclists. The outside lane is very wide hence the traffic bypasses the cyclists without issue.
- We need a two stage southbound left turn bike box for cyclists changing routes from Lyon Street southbound to Laurier Avenue eastbound.
- Overall a safe and easy route.



No stop sign for cars – possibly yield signs for all?



Need left hand turning support Lyon at Laurier



General upkeep needed for Laurier lanes



## Ward 16 | Cycle In to City Hall

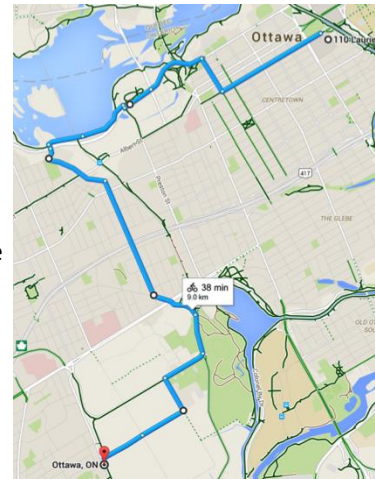
### Fisher and Cow

- Cow Lane offers a smooth ride in a low-traffic area. The Ottawa River Parkway and Laurier Avenue W both have well maintained paths.
- Roundabout with bicycles lanes buffered and prioritized.

#### What Needs Work:

- The roundabout at Prince of Wales Drive and Scenic Drive is designed so that cyclists using the shoulder have to merge into high-volume, high-speed traffic. The roundabout at Bayview Road and Burnside Avenue is lower-volume, but would still benefit from cycle-friendly measures. Suggestion: bike lanes that are buffered from traffic, and have the same priority as pedestrian lanes.
- While the shoulders along Prince of Wales Drive provide a comfortable amount of space, the high volume and high speed of traffic are still a concern. A barrier or grade separation would improve the cycling experience.
- The off-road MUP on Scenic Drive feels cramped and narrow. A separate cycling facility that removes potential conflicts with pedestrians, and provides adequate space for cyclists would be an improvement.
- Wellington Street through Lebreton Flats offers the most direct route to downtown rather than using the MUP along the Ottawa River, but makes no accommodation for cyclists. Yet, ample space exists for protected lanes.

Route



#### Opportunities:

- This route provides good opportunities to improve and increase the amount of cycling infrastructure at a low cost. Turning left at Prince of Wales and Queen Juliana Park, a pathway exists that runs between Prince of Wales Drive and Carling, at the intersection of Sherwood. Although the path needs regrading, due to poor maintenance, it is short, and would not likely incur great costs.



Example of roundabout with buffered cycling lanes

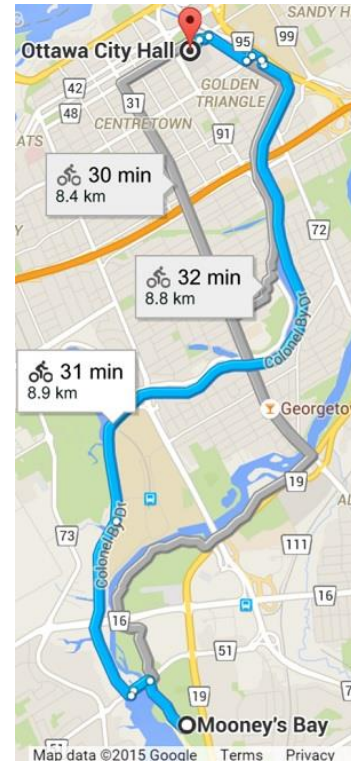
- Bayswater Avenue and Bayview Road via Sherwood Drive provides a good opportunity to provide a north-south bikeway that traverses under the Queensway, provides many opportunities to improve connectivity with the bike network, and improves neighbourhood access. A wide right-of-way, with relatively few driveway openings north of Beech Street could provide space for bike lanes that would complement the Trillium MUP to the east, and provide better neighbourhood access for residents west of Bayswater, as there are no bike lanes or cycle tracks running north-south between the Trillium MUP and Churchill cycle tracks.
- Bayswater Avenue already appears to be a reasonably used bike route, likely based on the connections it provides to the Ottawa River MUP, the Scott-Albert MUP, Wellington Street and Princes of Wales Drive via Queen Juliana Park. Planned bike lanes on Carling Avenue would enhance its value as a bike route.
- Protected bike lanes along Wellington Street on the Lebreton Flats would provide a more direct route to downtown Ottawa, connecting with existing bike lanes on Wellington east of the Portage Bridge, allow cyclists to bypass the complex grade separation at Wellington and the Portage Bridge, and better integrate with future development in the area.
- At the beginning of the route, it was observed that each traffic light cycle typically saw 3-5 cyclists crossing Fisher from Trent Street to Cow Lane. Given that this is a three-way intersection, providing a priority measure such as a green queue-jump box for bicyclists to move to the front of traffic, and

signal priority for cyclists and pedestrians, conflict with turning vehicles could be greatly reduced without any significant infrastructure costs.

## Ward 16 | *Cycle In* to City Hall

### Mooney's Bay

- MUP to Hog's Back: Bridge MUP is narrow, poorly marked instruction to walk bike across, and riders do not get off their bike to cross.
- MUP to underpass leading to Canal MUP along Colonel By involves a tight turn into underpass has no visibility for oncoming foot or bicycle traffic.
- MUP along Canal on Colonel By side is a great, scenic route. The underpass at Pretoria Bridge has poor visibility for oncoming foot and bicycle traffic. We need clear instructions to cyclists to slow to 15km/hr or less to ensure safety. In addition the pathway can be very busy with many users using earbuds, therefore ringing a bell has no effect.
- Corktown Footbridge across Canal: Tight turns for cyclists can be difficult.
- Somerset from Canal to Cartier is busy with car and some truck traffic and no clear lanes for cyclists leaving an unsafe feeling.
- Cartier is an easy ride into City Hall.

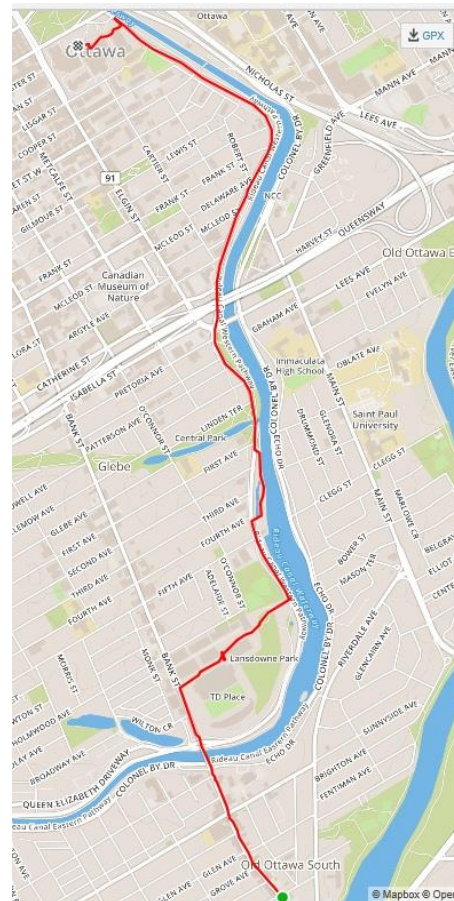


Route

## Ward 17 | Cycle In to City Hall

### Bank and Cameron

- Our route took the team north on Bank to Lansdowne, right on Marche Way, then across Queen Elizabeth Drive to the Rideau Canal Western Pathway.
- Bank Street is too narrow for two lanes of vehicles and bikes so we claimed our lane and did not have any problems with cars squeezing us out on that particular morning.
- Traffic on Bank is fairly heavy so really only for experienced cyclists.
- Going over the Canal bridge, where the curbside lane becomes wider and there are "sharrows" markings, the motor vehicle traffic had room to pass us.
- Cutting through Lansdowne Park is a great idea for bike commuters.
- The Western Pathway was particularly pleasant and we were able to navigate around other "multi-use" users (walkers, runners, etc.) without difficulty. Speeds travelled by cyclists seemed to be close to 20 km/hr with only one 'fast' cyclist passing us.
- Crossing QE Driveway was not ideal - we had to wait for a break in traffic both times and neither of the spots we chose had a curb ramp in the sidewalk, so we had to dismount our bikes to cross.
- Overall, the commute was enjoyable, and felt safe.



Route

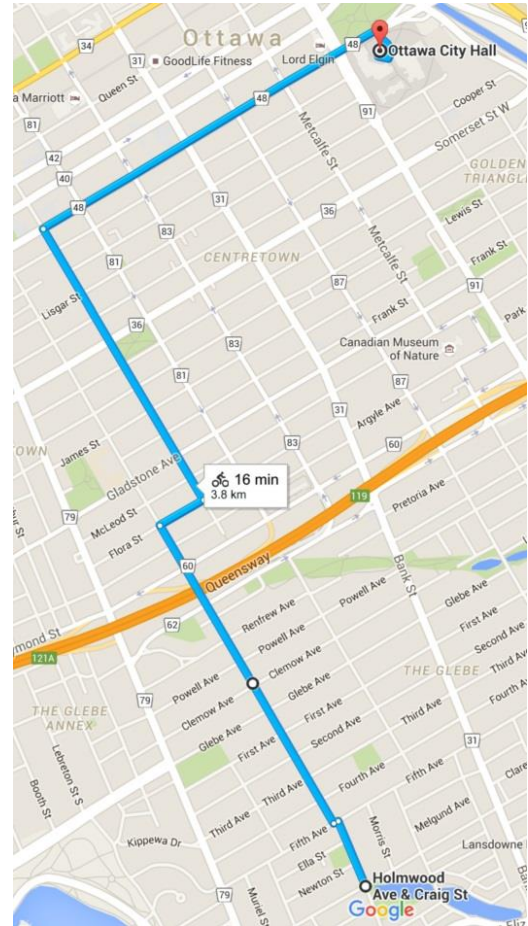


Tunnel under Pretoria

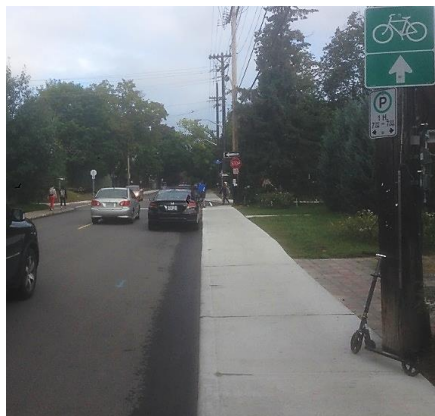
## Ward 17 | Cycle In to City Hall

### Holmwood and Craig

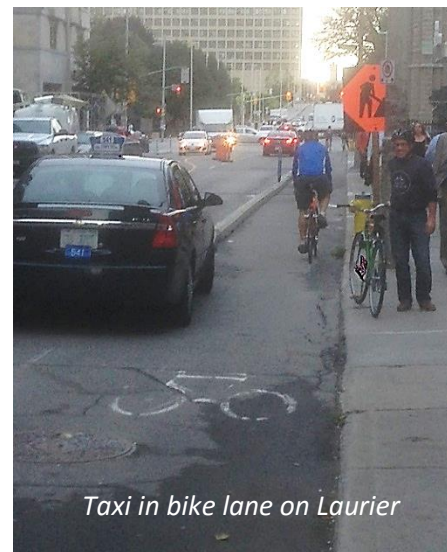
- The team took the bike path along Percy through the Glebe and into Centretown. It is an easy ride but several cars parked on Percy in the Glebe push cyclists into tight spots.
- The dedicated bike light at Catherine and Percy is good.
- Some better crossing infrastructure on Bay Street at Gladstone and Somerset would make the overall trip very smooth.
- It is an easy transition from the bike lane on Bay to Laurier.
- Nice experience on dedicated lanes on Laurier.
- There are still cars - particularly taxis - that park temporarily in the dedicated bike lanes on Laurier.



Route



*Cars parked in bike lane on Percy and First*



*Taxi in bike lane on Laurier*

## Ward 18 | Cycle In to City Hall

### Kilborn and Alta Vista

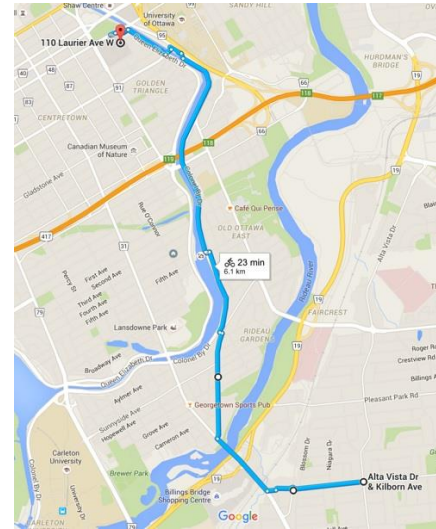
- **Kilborn Ave to Billings Bridge** is a major challenge. While there are cycling lanes, some motorists do not notice them and merge into the turning lane without looking/signalling. **Possible Options:** In the short-term, take steps to increase awareness of the cycling lane (painting or introducing flexible poles). Dedicated cycling lanes is also a longer-term option.
- **Billings Bridge Crossing** is another major challenge as it is narrow.
- **East on Riverdale Drive to Echo to Clegg** – Riverdale is a safer option than Bank and therefore chosen by many cyclists.
- The Riverdale route is very “cyclist-friendly” as the street is wide enough to for motor vehicle and cycling traffic. The fact that it is also residential with stop signs and lights keeps the speed and traffic reasonable.
- Many use Riverdale to access Echo Drive, which allows cyclists to connect to the new intersection at Clegg (which is much improved and appreciated!)

### Smyth and Main Considerations:

- The cycling lane along **Alta Vista Drive** is a key piece of infrastructure.
- **Merging into Alta Vista-Smyth** turning lane from cycling lane can be a challenge crossing two lanes before reaching the left-turn lane.
- Heading North on **Smyth from Alta Vista Drive to Main Street** is requires experience as there is no cycling lane and motor vehicle traffic is extremely fast along this route with

vehicles exiting Smyth to Riverside or entering from Riverside.

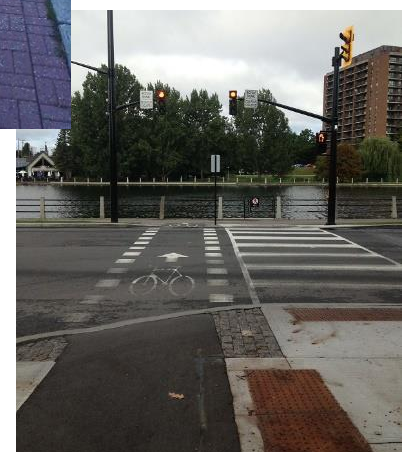
- The Main Street redesign will be a plus for cycling but increased demand on this route will make access via Smyth an important issue to be addressed.



Route



Painted lane at Billings Bridge

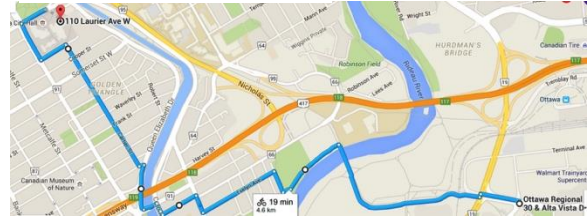


Alta Vista

## Ward 18 | Cycle In to City Hall

### Alta Vista and Industrial

- The bike lane on Alta Vista disappears just north of Rolland, forcing cyclists to compete with buses and cars. Many cyclists cross Alta Vista just before the median or use sidewalk on the west side. **Possible solutions**—Install “dip” in median to allow cyclists to cross, or extend bike-lane north to Industrial Avenue.
- MUP between Alta Vista and Riverside is a good path.
- Cyclists usually ride across Riverside towards Hurdman station using the crosswalk. Though technically illegal, it is a safe choice. However, Northbound cars turning east onto Industrial do not always yield to cyclists and pedestrians.
- MUP between Riverside and Rideau River alongside the Hurdman Transitway Bridge is generally safe, but bumpy and crumbling west of Transitway T-Junction.
- The Transitway Bridge towards Lees is well used and very good. It will be closed during Transitway Conversion. **Possible solution** – As this is heavily used, it will be important to re-open the MUP/sidewalk on the Southside of the bridge as soon as possible.
- Crushed gravel trail along bank of Rideau River – up to Springhill (through Park) was the highlight of the commute as it is low-impact infrastructure route (does not need to be paved, which makes it cheaper to maintain). **Suggestion:** Use this gravel surface when the path is eventually extended south towards St. Paul’s and North towards the 417.

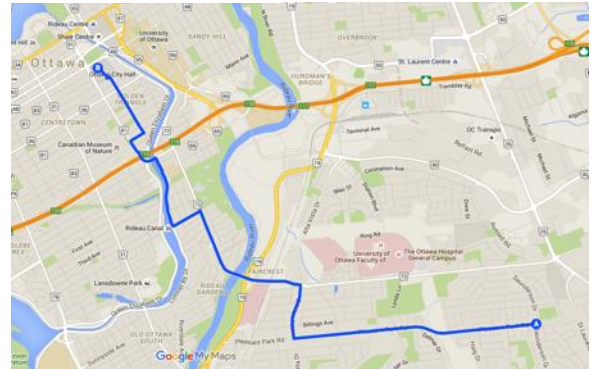


- Residential roads towards Lees and Main are generally good but it is hard to cut across Lees due to traffic. The sharrows on Lees westbound disappear as you approach Main Street. Cyclists are squeezed out and forced to use the sidewalk. **Possible solution**— Hopefully the sharrows or bike path will extend the full length of Lees.
- At Main Street a practical choice is cutting through St. Nicholas Adult School parking lot (if Evelyn has been used). This area is very difficult for cyclists looking to cross at Evelyn or Lees to Graham. **Possible solution**— Hopefully Main Street design will address this.
- Graham Street between Main and Echo – a bike route in need of repair and new paint.
- Echo Drive to Pretoria Bridge is a tricky place for cycling (slip between the two lanes of traffic to turn left) and there is no sign on Northbound Colonel By to advise drivers to yield to cyclists. **Potential Solutions** –Add a sign to warn motorist; create a spot for cyclists turning left or better yet a lane.
- Pretoria Bridge to Queen Elizabeth the bike-lanes are a welcome addition.
- Queen Elizabeth to City Hall via Argyle Street and Cartier is a great route.

## Ward 18 | Cycle In to City Hall

### Pleasant Park and Saunderson

- **Overview:** The best stretches are Pleasant Park, Rideau Canal (particularly the intersection at Clegg), and Cartier St. These offer wide roads with slower or no car traffic.
- Areas for improvement are due to construction. Smyth Bridge and Main St are impassable or require heightened awareness due to single file traffic management. Signage is clear for expected motorist action.
- **Pleasant Park:** A wide street that offers lots of room for cars to pass. It is a neighbourhood cycleway under the Ottawa Cycling Plan.
- **Alta Vista:** Dedicated cycling lane (painted) with high speed traffic.
- **Smyth Bridge Overpass:** Currently under construction with one lane each way for cars and cyclists to share.
- Cyclists are encouraged to take the lane for a prolonged distance with lots of signage advising motorists not to pass cyclists (single file).
- **Main St. and Clegg St:** Would have taken Main St. but due to construction chose to take the Canal MUP.
- Wide streets leaving lots of room.
- Street narrows at intersections causing a manageable squeeze.
- **Clegg at Rideau Canal:** Intersection focused on safety of cyclists and pedestrians
- Design and paint to enhance safety.
- Yellow dot sensors to change the lights for cyclists Rideau Canal Pathway.
- **Approaching City Hall – Cartier:** Chose Cartier because it is a quieter ride than Elgin.
- No bike lane and more stop signs but less traffic.



Route



Pleasant Park is wide enough to leave lots of room for passing



Smyth Bridge is tight with construction but lots of signage for taking the lane

Main St. was not an option with construction but passing to the Canal has great crossing





## Cycle In Observation

### General Comment for Roads Department

- Some are concerned about the process for repairing roads.
- For example, see the “ribbons” where cracks have been filled near the [edge of the road](#).
- Bicycle tires fit into those strips of tar and get caught, which can cause cyclists to lose control of their bike.
- Avoiding these strips (which are usually on the edge of the road near the shoulder) causes cyclists to veer farther out into the traffic lane.
- Could the City develop an alternative solution that doesn’t allow bike tires to be caught in these ribbons?



Repair “ribbons” on Second Line Road, Ottawa



## *Cycle In Observation*

### General Concerns about Safety

There is a concern generally with an increasing number of cyclists hopping on sidewalks where pathways end suddenly or where they feel that the bike lane itself is unsafe.

Another concern is with overcrowded multi-use pathways along the Ottawa River, the Rideau River and the Rideau Canal.

Finally there are concerns from some cyclists about driver behaviour including speeding, blocking crossings, blocking or parking in cycle lanes or not looking out for cyclists in general. There are also concerns that some motorists act aggressively towards cyclists. This raises the question “How can you convince people to take on active transportation when they don't feel protected?”



## *Cycle In to City Hall*

### Ward 6 and Ward 21: Improving Shea Road

- It would be great if cycling on Shea Road was made easier.
- At the very least, the road's edges near the soft shoulder should be repaved between Flewellyn Road to Perth Street.
- At the best, it would be great if a bike lane was installed in each direction along Shea Road.
- Currently, the road's edges near the soft shoulder are in very rough condition discouraging cyclists from using this route.
- Shea Road could be an attractive route for commuters travelling from both the Richmond and Stittsville communities as they head either to jobs in Kanata or jobs downtown using OC Transpo's Rack & Roll.

## Cycle In to City Hall

### Ward 7 – Improving the Parkway MUP

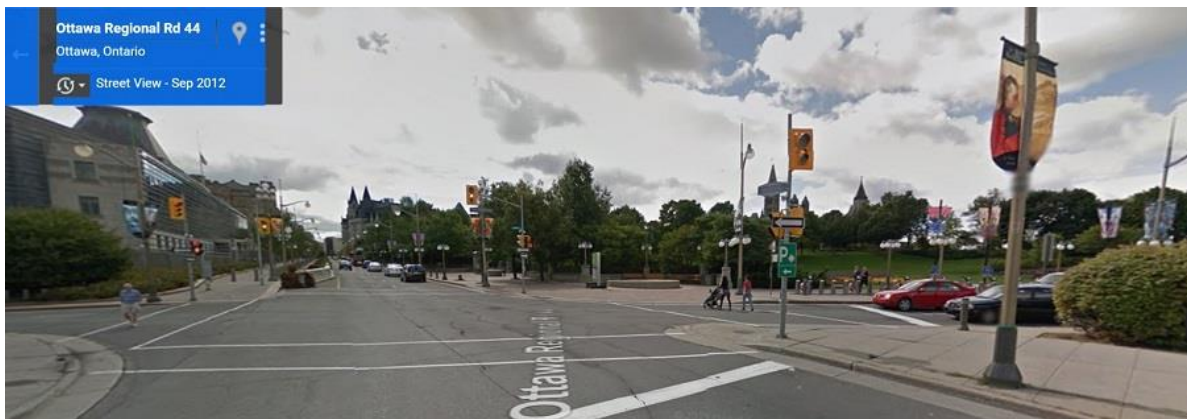
- At the intersection between the Western Parkway MUP and Britannia Road (where Britannia Road crosses Howe Street) the transition is a bit bumpy. Even proceeding from a stop, crossing the hump at the curb gives a bit of a jolt to the bike rider. I would expect that other users such as wheelchair users also find this hump a chore to hurdle.
- An example where the City has done a great job providing a smooth transition from bike path to city street is where the Trans Canada Trail crosses Carling Avenue at the pedestrian crossing which is just to the east of Andrew Haydon Park.



## Cycle In to City Hall

### Ward 12: Intersection at Murray and Mackenzie

- A two lane bike path connects to the Alexandra Bridge from this intersection and there are bicycle lanes on Sussex now from Rideau Hall. Finally a few cyclists come from St. Patrick headed Westbound. All converge on this intersection.
- Cyclists heading Southbound on Mackenzie Ave. mix with pedestrians if they stay on the broad sidewalk on the west side of the street or they mix with vehicles in two lanes that open to three lanes after the US embassy.
- The person who pointed out this intersection was involved in a collision with another cyclist and was injured. Her contention is that this intersection is very unpredictable and unsafe. Unfortunately it is the main way into the downtown core.



## Cycle In to City Hall

### Ward 12: Making it Easier for Tourists to Find the Byward Market

- If a visitor to Ottawa wants to take the Laurier bike lanes to Byward Market it is hard to decide what to do. When you cross the Canal you are 15 m up from Colonel By Drive so you keep going. Nicholas and Weller are not bike friendly.
- So if someone takes the Laurier bike lane East they need to turn left on Cumberland (which may involve waiting for a light and using the green box or crossing the cross walk) and then they can head right into the Market. What is needed is much better signage, perhaps like the #2 signs now found along Stewart.
- The way back is even better with the contraflow lane on Cumberland for one block between Rideau and Besserer. This would take tourists safely away from the market.



Laurier at Cumberland

## Cycle In to City Hall

### Ward 14 and 17: Bank Street at the Queensway

This is a difficult place to cycle but there are only a few ways to get under the Queensway. During rush hour traffic bottles up at the underpass. Many cyclists try to fit between the right hand row of cars and the curb cut emerging at the front of the line. To navigate the poor pavement under the Queensway a rider really should take the whole lane. However in both directions left turning vehicles make it very hard for cyclists to take the lane and not be honked at.

Also it should be noted that taking the lane on a street as busy as Bank is a manoeuvre only experienced cyclists will attempt. New or inexperienced cyclists will ride on a sidewalk or not cycle at all.



Bank Street southbound. Note the cyclist in the red circle.