

1. OTTAWA CYCLING PLAN MID-TERM REVIEW
EXAMEN DE MI-MANDAT - PLAN SUR LE CYCLISME D'OTTAWA

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Amend the 2013 Ottawa Cycling Plan to replace the Donald Street cycling project (P1-39) with a new cycling project on McArthur Avenue as described in this report; and,**
- 2. Delegate authority to the General Manager, Transportation Services in consultation with the General Manager, Public Works and Environmental Services, to modify the Winter Cycling Network as each cycling project is completed in accordance with winter cycling needs, connectivity and affordability, and reported through Transportation Services' annual Delegated Authority Report.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil:

- 1. Modifie le Plan sur le cyclisme d'Ottawa de 2013 pour remplacer le projet de piste cyclable de la rue Donald (P1-39) par un nouveau projet de piste cyclable sur l'avenue McArthur comme le décrit le présent rapport;**
- 2. Délègue les pouvoirs au directeur général, Direction générale des transports, en collaboration avec le directeur général, Direction générale des travaux publics et de l'environnement, afin de modifier le réseau cyclable accessible en hiver, au fur et à mesure que chacun des projets est réalisé conformément aux besoins en voies**

cyclables d'hiver et aux principes de connectivité et d'abordabilité, et qu'il en est fait rapport par le biais du Rapport annuel sur les pouvoirs délégués de la Direction générale des transports.

DOCUMENTATION / DOCUMENTATION

1. Manager, Transportation Planning's report, dated 14 February 2017 (ACS2017-TSD-PLN-0005)

Rapport du Gestionnaire, Planification des transports daté le 14 février 2017 (ACS2017-TSD-PLN-0005)

2. Extract of draft Minutes, Transportation Committee, 1 March 2017.

Extrait de l'ébauche du procès-verbal, Comité des transports, le 1 mars 2017.

Report to
Rapport au:

Transportation Committee
Comité des transports
1 March 2017 / 1 mars 2017

and Council
et au Conseil
8 March 2017 / 8 mars 2017

Submitted on February 14, 2017
Soumis le 14 février 2017

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Ward: CITY WIDE / À L'ÉCHELLE DE LA File Number: ACS2017-TSD-PLN-0005
VILLE

SUBJECT: Ottawa Cycling Plan Mid-term Review

OBJET: Examen de mi-mandat - Plan sur le cyclisme d'Ottawa

REPORT RECOMMENDATIONS

That the Transportation Committee receive this report for information and

recommend that Council:

- 1. Amend the 2013 Ottawa Cycling Plan to replace the Donald Street cycling project (P1-39) with a new cycling project on McArthur Avenue as described in this report; and,**
- 2. Delegate authority to the General Manager, Transportation Services in consultation with the General Manager, Public Works and Environmental Services, to modify the Winter Cycling Network as each cycling project is completed in accordance with winter cycling needs, connectivity and affordability, and reported through Transportation Services' annual Delegated Authority Report.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports reçoive le présent rapport à titre informatif et formule des recommandations au Conseil:

- 1. Modifier le Plan sur le cyclisme d'Ottawa de 2013 pour remplacer le projet de piste cyclable de la rue Donald (P1-39) par un nouveau projet de piste cyclable sur l'avenue McArthur comme le décrit le présent rapport;**
- 2. Déléguer les pouvoirs au directeur général, Direction générale des transports, en collaboration avec le directeur général, Direction générale des travaux publics et de l'environnement, afin de modifier le réseau cyclable accessible en hiver, au fur et à mesure que chacun des projets est réalisé conformément aux besoins en voies cyclables d'hiver et aux principes de connectivité et d'abordabilité, et qu'il en est fait rapport par le biais du Rapport annuel sur les pouvoirs délégués de la Direction générale des transports.**

EXECUTIVE SUMMARY

Assumptions and Analysis

This report is in response to Council's direction to staff on June 4, 2014 to provide a mid-term progress update on the City's cycling program.

The Ottawa Cycling Plan (OCP2013) was approved by Council on November 26, 2013.

The OCP2013 includes a list of “affordable cycling network” projects for implementation out to year 2031 along with 26 recommendations to improve cycling in Ottawa. The OCP2013 also addresses the need for major bicycle and pedestrian structures (Major Structures Program) over the same planning horizon.

A Community Connectivity Strategic Initiative was approved by Council in 2015 to complement the OCP2013. The projects approved under the Federal Public Transit Infrastructure Fund (PTIF) has provided the opportunity to advance the implementation of the OCP2013, with the resulting project list approved by Council in 2016.

This report summarizes the current status of cycling projects identified within the OCP2013, Community Connectivity Strategic Initiative, and PTIF programs. A review of progress made on the OCP2013 Recommendations is also provided, along with changes proposed to the currently approved Winter Cycling Network.

Overall, the implementation of the cycling program continues as planned, with some projects being advanced thanks to the PTIF program. The City is on track to achieving its cycling modal share targets. There is strong community support for the cycling program and a growing demand for winter-maintained cycling facilities.

Financial Implications

No additional capital funding is requested through this report. However, expanding the winter maintained cycling network will be a budget pressure for future years.

Based on the range of cycling facility types and the various associated maintenance requirements, the average winter maintenance cost for cycling facilities is \$13,000 per kilometre per year (based on 2015-2016 figures). Funding for subsequent expansion of the winter cycling network will be identified through the annual budget process.

Public Consultation/Input

Consultation for the development of this report was not undertaken. However, the OCP was developed with considerable public engagement as part of the Transportation Master Plan (TMP) and Official Plan (OP) updates in 2013. Consultation efforts continue as projects move through the implementation phases.

SOMMAIRE

Hypothèses et analyse

Le présent rapport a été préparé en réponse à la directive qu'a donnée le Conseil au personnel le 4 juin 2014 relativement à la présentation d'un rapport d'étape de mi-mandat sur le Programme de pistes cyclables de la Ville.

Le Plan sur le cyclisme d'Ottawa (PCO 2013) a été approuvé par le Conseil le 26 novembre 2013. Le PCO 2013 comprend une liste des projets pour la création du réseau cyclable abordable, dont la mise en œuvre sera échelonnée jusqu'en 2031, ainsi que 26 recommandations axées sur l'amélioration du cyclisme à Ottawa. Le PCO 2013 traite également de la nécessité de mettre en place de grandes structures cyclables et piétonnières (Programme de grandes structures pour piétons et cyclistes) sur le même horizon de planification.

Le Conseil a approuvé en 2015 une initiative stratégique axée sur la connectivité des collectivités qui complète le PCO 2013. Le financement de divers projets a été approuvé dans le cadre du Fonds pour l'infrastructure de transport en commun (fédéral), ce qui nous a permis de faire avancer la mise en œuvre du PCO 2013, et de présenter une liste de projets au Conseil qui a été approuvée en 2016.

Le présent rapport décrit l'état actuel des projets de cyclisme désignés dans le PCO 2013, l'initiative stratégique axée sur la connectivité des collectivités et les programmes du Fonds pour l'infrastructure de transport en commun. L'examen des progrès réalisés à ce jour conformément aux recommandations formulées dans le PCO 2013 est également fourni, ainsi que les modifications proposées à l'actuel réseau cyclable accessible en hiver approuvé.

En général, la mise en œuvre du programme de cyclisme se poursuit comme prévu; à noter que certains des projets progressent grâce au financement du Fonds pour l'infrastructure de transport en commun. La Ville est en bonne voie pour atteindre ses objectifs relatifs à la part modale du cyclisme. La collectivité a donné un appui ferme au programme de cyclisme et la demande en installations cyclables en hiver est grandissante.

Répercussions financières

Aucun financement supplémentaire n'est requis en vertu du présent rapport. Cependant, l'élargissement du réseau cyclable entretenu en hiver constituera une pression budgétaire au cours des années à venir.

En fonction des divers types de pistes cyclables et des diverses exigences connexes pour l'entretien, les coûts moyens de l'entretien hivernal sont de 13 000 \$ au kilomètre par année (selon les chiffres de 2015-2016). Le financement pour un élargissement ultérieur du réseau cyclable accessible en hiver sera déterminé dans le cadre du processus budgétaire annuel.

Consultation publique et commentaires

La préparation du présent rapport n'a pas nécessité de consultation. Cependant, le PCO lui-même a été élaboré après de vastes consultations publiques entreprises dans le cadre des mises à jour du Plan directeur des transports (PDT) et du Plan officiel (PO) en 2013. Les efforts de consultation se poursuivent au fur et à mesure que les projets progressent vers l'étape de la mise en œuvre.

BACKGROUND

This report provides a mid-term progress update on the City's cycling program which receives annual funding, including funding for major bicycle and pedestrian structures (Major Structures Program). In addition, funding is also provided through the Community Connectivity Strategic Initiative for this term of Council, as well as the recent Federal Public Transit Infrastructure Fund (PTIF) program.

With the introduction of new cycling facilities in the core area since 2013, the report also identifies a need to revisit the currently defined winter cycling network.

DISCUSSION

The OCP2013 identifies capital investment and cycling supportive policies required to meet the cycling modal share targets set out in the Transportation Master Plan (TMP). To meet these modal share targets the OCP2013 recommendations also address necessary improvements in safety, comfort and connectivity of cycling routes.

The OCP2013 supports the high-level TMP objectives related to liveability, sustainability

and affordability by offering increased mobility options for the majority of the City's residents who currently cycle, or wish to cycle more in the future.

Highlights

Cycling Network Build-out

This report primarily focuses on progress being made in building-out the cycling network. The City's cycling network has grown by 216 km since 2011, with another 72 km projected to be added by the end of this Term of Council. Facilities have been added across all areas of the City, as depicted in Figure 1.

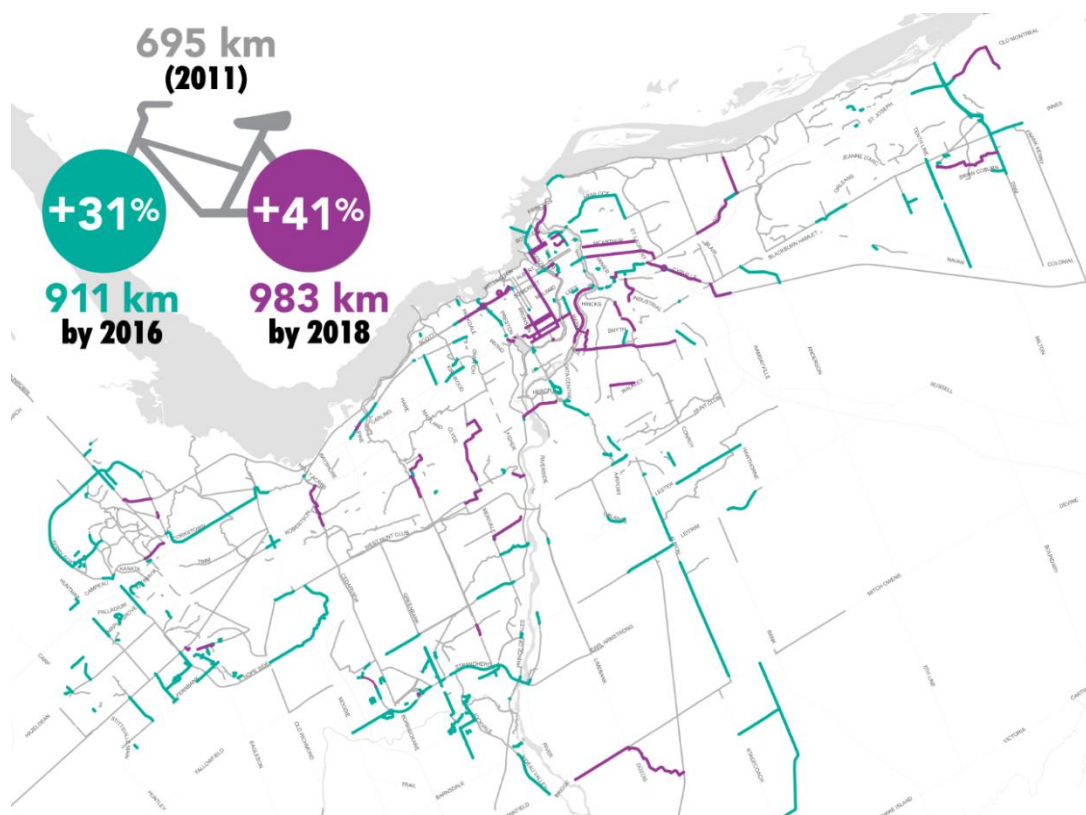


Figure 1: Additions to the Cycling Network since 2011, and projected to 2018

City-wide Investment

Cycling facilities are expanding across all areas of the City. In addition to the facilities

provided within the Greenbelt, many new facilities are being added through development in the suburban growth areas. The City's network of rural paved shoulders also continues to expand as rural roads designated as 'Spine Routes' within the OCP2013 are resurfaced and it is technically feasible to do so within the scope of the resurfacing program.



Figure 2: Cycling Facility Examples across the City

The City's investment through the OCP2013 Cycling Facilities program for the current Term of Council is projected to be \$16M. When Community Connectivity (\$11.6M), Major Structures (includes federal, provincial and city funding), Federal Public Transit Infrastructure Fund \$ 26M (excluding funding for the Rideau Canal Crossing which is included in Major Structures) and other cycling related investments such as rural paved shoulders (\$2M) are included, the total increases to approximately \$80M. This total represents a significant increase in investment over the more than \$38M (includes the Adawe Crossing) invested during the previous Term of Council (2011-2014), when comparing similar budget elements.

Significant investments in rural cycling infrastructure are made through Infrastructure Services' transportation asset renewal programs such as rural roadway re-surfacing. Rural roadways designated as 'Spine Routes' are enhanced with paved shoulders for cycling where technically feasible to do so within the scope of the resurfacing program. During this Term of Council, \$1.5M (19.5 km) has been invested in new paved shoulders, with an additional \$500,000 (7 km) projected for 2017 (excluding PTIF funded rural paved shoulder projects). Many major cycling enhancements will be delivered by including them as part of the scope of Infrastructure Services' other asset renewal programs such as the Integrated Road Sewer Water Program, that sees full roadway reconstruction activities, development projects, and transit projects (including Light Rail). These cycling enhancements, which may include major structures near transit stations, follow Council policy directives to staff. The costs of the cycling

elements within these projects are not generally broken out, and are therefore not included within the investment summary.

Figure 3 shows cycling program funding, including federal and provincial co-funding where applicable.

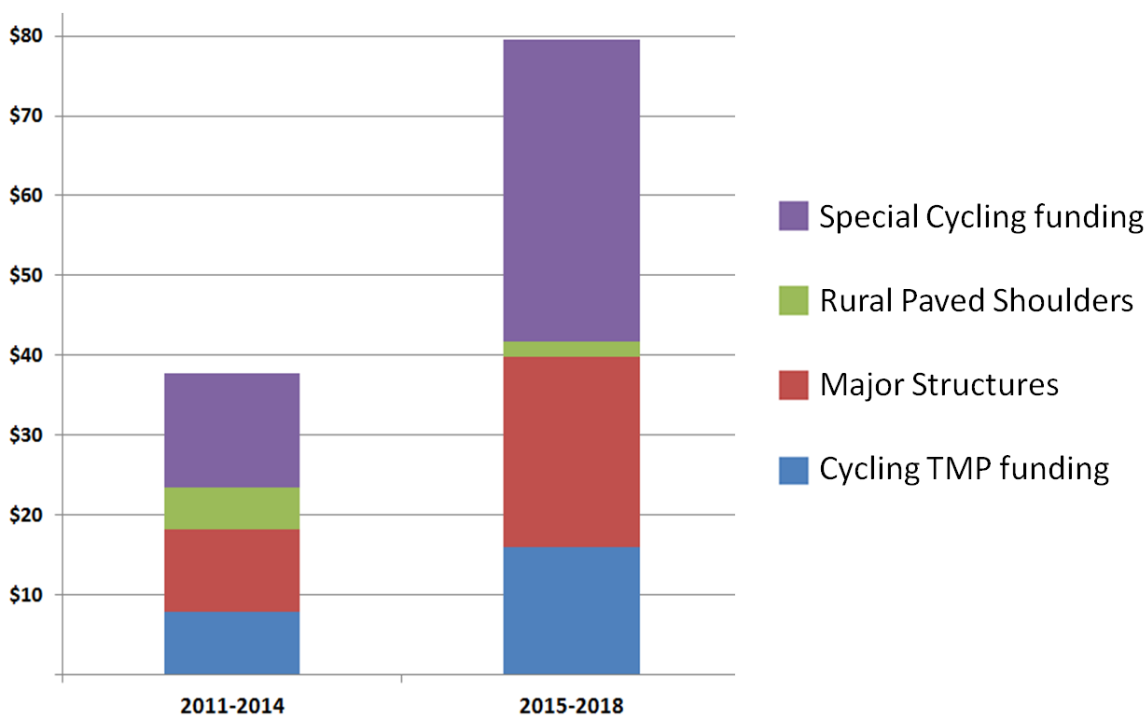


Figure 3: Term of Council Investments in Cycling Facilities

Progress on Key Objectives

Modal Share Goals

The OCP2013 sets a cycling modal share target of 5 per cent city-wide, and 8 per cent within the Greenbelt, to be achieved by 2031.

The City has been deploying an expanding network of automated bike counters within the Greenbelt and currently has 24 operation counters. Using counter data, the growth trend was determined for each year from 2011 to 2016 (for average workday bike trip volumes between April and October inclusive). Although this data does not provide a direct measure of relative modal share, nor does it provide uniform coverage for all

major cycling routes inside the Greenbelt, it is estimated that cycling rate increases measured to 2016 are on the trajectory to meeting the 2031 target of 8 per cent modal share for inside the Greenbelt, as depicted in Figure 4.

The City provides residents with access to detailed bike counter data through the [OPEN DATA](#) program.

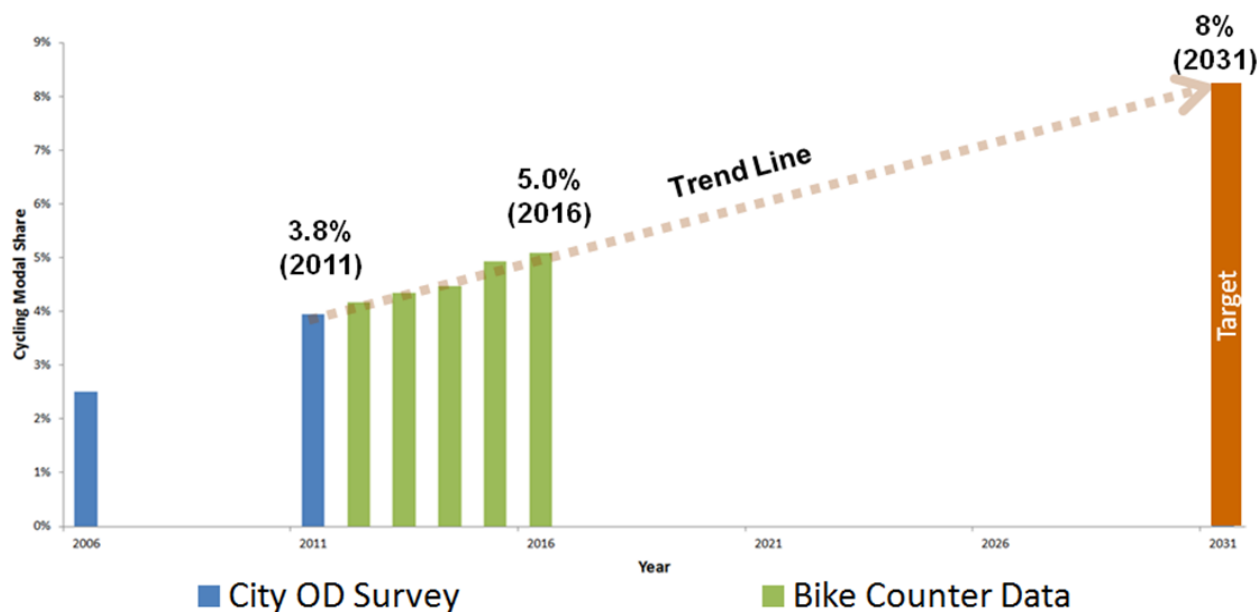


Figure 4: Bike-Counter derived year/year cycling trends (Inside the Greenbelt)

Network Connectivity (Cross – Town Bikeways)

The rapid and full implementation of the Cross-Town Bikeway network (defined within Section 5.0 of the OCP2013) was a key objective of the Plan. Implementation efforts along these bikeway routes included improving complex intersections and filling-in challenging missing links. The table and map in Figure 5 show the progress made in implementation up to 2016.

For example, the Cross-Town Bikeway Route#2 (which incorporates the Laurier Avenue segregated bike lanes) runs 12 km from Vanier to Westboro and was substantially completed in 2016. Two minor remaining sections of 65 m and 200 m between Churchill

Avenue and Montreal Road are expected to be completed by 2018.

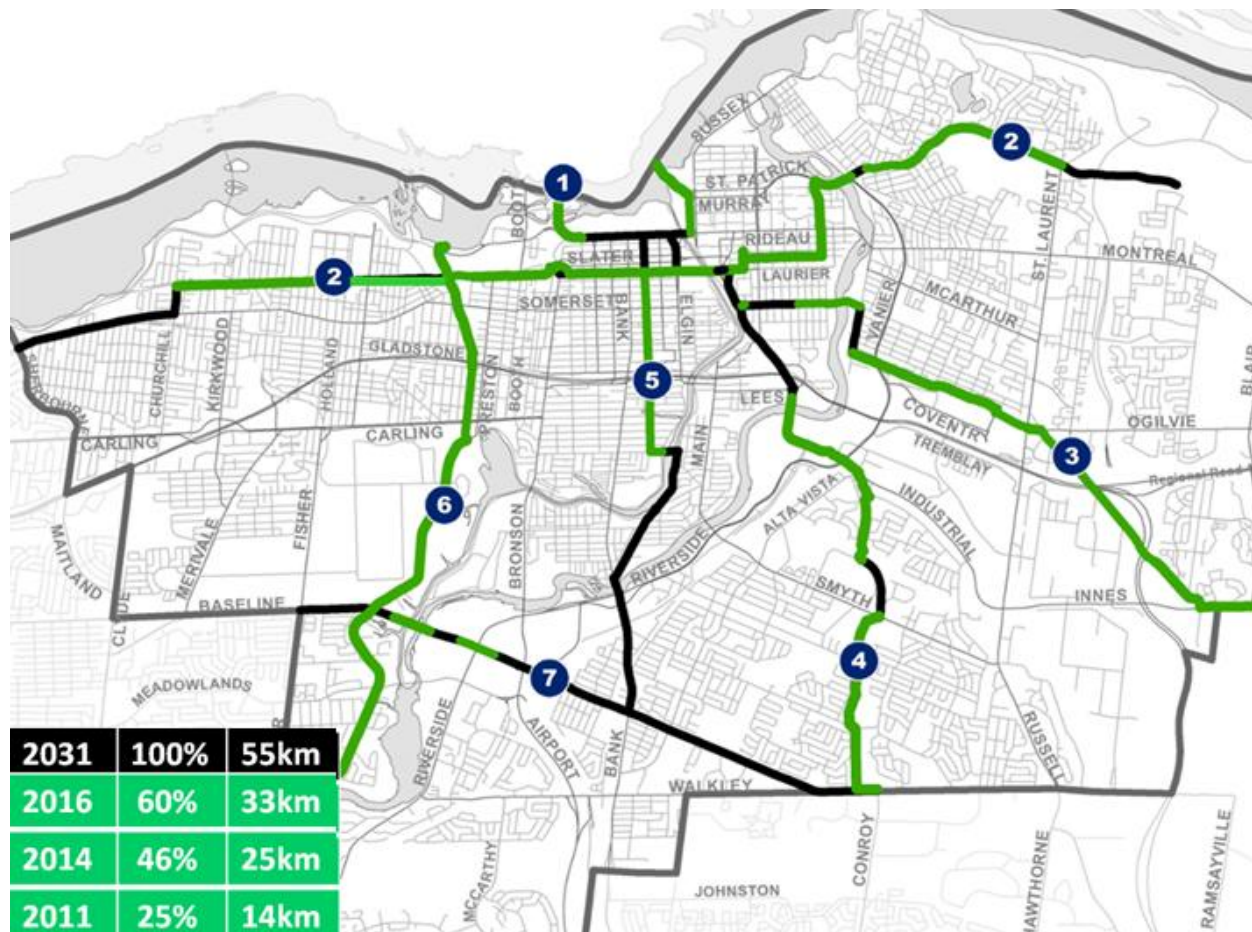


Figure 5: Progress towards the completion of the Cross-Town Bikeway Network (for Wards 11-18 inclusive)

Major Structures

Three projects were identified in Phase 1 and Phase 2 of the OCP2013 within the Major Structures program. Additional Major Structures projects were expected to be identified in future updates to the Plan (consistent with the \$40M program budget to 2031).

Phase 1 of the plan identified a crossing of the Rideau River between Donald Street and Somerset Street East, as well as a jointly funded project to enhance the Prince of Wales Rail Bridge (over the Ottawa River) so that it could safely accommodate cyclists and pedestrians. Phase 2 of the plan identified a new crossing of the Rideau Canal between Fifth Avenue and Clegg Street. On December 4, 2015, the Adawe Crossing over the Rideau River was opened. Since then, 790,000 crossing trips have been made (44 per cent of which were by bike).



Figure 6: Image of Adawe Crossing

The Prince of Wales Bridge pedestrian and cycling interim enhancements were taken to the functional design stage, with a functional design level construction cost projected at \$10.5M (in 2014\$). Joint funding from the National Capital Commission and City of Gatineau was required to proceed with the project, but this funding could not be secured. By previous Council motion, the City portion of funding for this project was then applied to advance the Rideau Canal Crossing. The Rideau Canal Crossing project is now in the detailed design stage, with a projected construction cost of \$21M (includes federal, provincial and City funding).

Synergy with Transit Program

The expansion of the City's Light Rail Transit (LRT) network and Transitways provide an opportunity to add cycling linkages along transit corridors, as well as providing new linkages to make it easier for residents to reach the transit system by bicycle.

Examples of leveraging transit corridors in support of cycling include the new multi-use pathway along the O-Train Confederation Line between the Rideau River and Laurier Avenue, due to open along with the Confederation Line. The Bus Rapid Transit corridor planned along Baseline Road will also include new cycling facilities along its entire length (Cross-Town Bikeway Route #7).

Linkage improvements around LRT stations include the addition of new multi-use pathway connections in the vicinity of Bayview and Pimisi Stations, as well as the upgrade of the Booth Street Bridge to add cycling facilities. The OCP2013 prioritized new linkages to Major Transit Stations within the network roll-out plan. Cycling and pedestrian connectivity will be further strengthened through Transit Oriented Development Plans which set out requirements for improved station linkages as the development around transit stations intensify.

Expansion of secure, covered bicycle parking will occur during this Term of Council at major Transit stops, Park and Ride lots and O-Train Confederation Line stations.

With the facilitation of multi-modal trips through comfortable and direct cycling linkages to major transit stations, more residents will have convenient access to transit services. Together, improved cycling and transit facilities make it easier for more residents to find an attractive alternative to single occupant vehicle use and contribute to modal share gains expected for both Cycling and Transit within the TMP.



Figure 7: Cycling to a Confederation Line Station

Synergy with Pedestrian Program

Many elements within the Cycling Program also improve pedestrian facilities, both directly and indirectly. Examples of direct support for pedestrians include Multi-Use Pathways (i.e. Western Rideau Pathway), Major Structures (i.e. the Adàwe Crossing), rural paved shoulders and new road-crossings (i.e. PXO's across Queen Elizabeth Driveway).

Where cycling projects impact traffic signals infrastructure, a full Accessibility for Ontarians with Disabilities Act (AODA) compliant upgrade of the intersection is often implemented using cycling program funding to benefit pedestrians with mobility needs. For example, the O'Connor Street cycle track project included a re-build of all intersections to add AODA compliant tactile indicators and to re-position signal poles to support fully accessible and properly positioned audible buttons.

Indirectly, improved cycling facilities reduce sidewalk cycling and related conflicts with pedestrians. In many cases cycling facilities also increase the buffer area between pedestrians and traffic, improving the comfort of existing pedestrian facilities and mitigate 'splashing' of pedestrians by passing vehicles during wet weather.

Public Transit Infrastructure Fund

The City has received funding through the Public Transit Infrastructure Fund (PTIF) program for new cycling facilities, which improve connections to public transit. This additional funding totals \$26M (excluding PTIF funding for the Rideau Canal Crossing), and will be used to bring forward projects (construction or design) from Phase 1 and Phase 2 of the OCP2013 affordable cycling network, the Major Structures program, and to enhance some Community Connections projects.

A list of PTIF funded cycling projects managed under the Cycling Program is provided in Document 1C. PTIF cycling projects will be implemented within the terms of the agreement with our federal funding partners. Many of these projects are 'Design Only', and do not include funding for implementation.

Provincial Climate Change Action Plan

In June 2016 the Province of Ontario released its Climate Change Action Plan (CCAP) which includes support for cycling and walking under the "action area" for transportation.

The CCAP identifies \$150M to \$225M in province-wide funding within this category. The allocation mechanism between cities, period of expenditure and co-funding requirements have not yet been disclosed. The Provincial Government has solicited input from stakeholders on how this CCAP funding could be invested to increase commuter cycling rates.

Progress on Project Implementation

The OCP2013 lays out the cycling projects planned for implementation out to the year 2031 grouped into three phases: Phase 1 (2014-2019), Phase 2 (2020-2025) and Phase 3 (2026-2031).

A total of 30 OCP2013 projects will be implemented or will be in-progress by the end of 2018. These projects are listed in Document 1A along with project timing and current project status. As of January 2017, eight projects or sub-projects are substantially complete, with an additional five projects advancing to the design/construction phase.

A total of 13 Community Connectivity projects will be implemented or in-progress by the end of 2018. These projects are listed in Document 1B along with project timing and current project status. As of January 2017, four projects or sub-projects are substantially complete, with another three projects advancing to the design/construction phase.

A total of 22 PTIF projects will be implemented or in-progress by 2019. These projects are listed in Document 1C along with project timing and current project status. As of January 2017, one project is substantially complete, with an additional two projects advancing to the design/construction phase.

Cycling Program Funding Source	Substantially Completed	In Design/ Construction	In Planning
2014 Cycling Facilities	57%	43%	0%
2015-2018 TMP Cycling Facilities	30%	28%	42%
2015-2018 Community Connectivity	11%	32%	57%
Public Transit Infrastructure Fund (<i>to be implemented within the terms of the agreement with our federal funding</i>)	3%	30%	67%

<i>partners)</i>			
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Table 1: Cycling program project progress by estimated or actual project cost (as of January 1, 2017)

Adjustments to the OCP2013 Project List (Donald Street versus McArthur Avenue):

The original OCP2013 included a project P1-39 calling for a ‘Shared-Use Lane’ on Donald Street. This would not provide cyclists with reserved space, but would instead only provide new ‘Sharrow’ pavement markings. An alternate east-west corridor using McArthur Avenue is proposed, since it would allow for the addition of bicycle lanes due to a wider right-of-way and less demand for on-street parking. This is also the closest east-west cycling corridor in the vicinity of Montreal Road. The McArthur corridor also has greater connectivity potential to communities east of St. Laurent (Carson Grove/Carson Meadows, La Cité, CSEC Complex, etc.) and the Aviation Parkway multi-use pathway. The ward Councillors have reviewed this proposed project change and are in support. This project can be accommodated within the existing budget envelope and has also been approved for matching PTIF funding.

Progress on Ottawa Cycling Plan Recommendations

The OCP2013 includes 26 recommendations over the TMP’s 2031 time horizon. Of the 26 recommendations, eight have been completed, with an additional four expected to be completed within this Term of Council. The 12 projects completed or expected to be completed during this Term of Council are summarized in Document 2.

Winter Cycling Network

As a follow-up to OCP2013 Recommendation 5.6, Council approved a 40 km network of winter maintained cycling. The current winter cycling network incorporates the most utilised cycling routes which together form a contiguous network connecting downtown and inner suburbs. A snapshot of this winter network is shown in Figure 8, and can also be found on the City of Ottawa’s GeoOttawa website page. Maintenance of this network was started in the winter of 2015/2016.

As new cycling facilities are added, it would be prudent to consider these new facilities for snow clearing particularly if they connect to the current winter cycling network. This

would support mobility choices throughout the year and in some cases would help maintain proper road drainage during the winter months. Delegated authority is being sought to modify the Winter Cycling Network as each new cycling project is completed in accordance with winter cycling needs, connectivity and affordability. The use of delegated authority will be reported through the annual Delegation of Authority report.

Proposed expansions to the winter cycling network include O'Connor Street from the Western Rideau Canal Pathway via Fifth Avenue to Laurier Avenue, and Main Street from Clegg Street to Lees Avenue. The Mackenzie Cycle Track could also be considered for winter maintenance but only after it is linked to O'Connor Street via a proposed cycling link on Wellington Street (an OCP2013 Phase 2 Project).

Public Works and Environmental Services has developed a better understanding of the various maintenance requirements for a range of cycling facility types such as cycle tracks, segregated lanes and on street lanes. Based on the various associated maintenance cost for the 2015-2016 winter seasons, the average cost for winter maintenance of cycling facilities is approximately \$13,000 per kilometre per year. Funding for subsequent expansion of the winter cycling network will be identified through the annual budget process. These costs reflect the trend towards more protected facilities such as segregated cycling lanes and raised cycle tracks and are based on an average snow accumulation requiring removal of snow banks twice annually. Costs will be impacted by weather conditions including snow accumulation, presence of freeze/thaw cycles and any obstructions (bollards, art installations etc) that will impact snow plowing and removal operations.

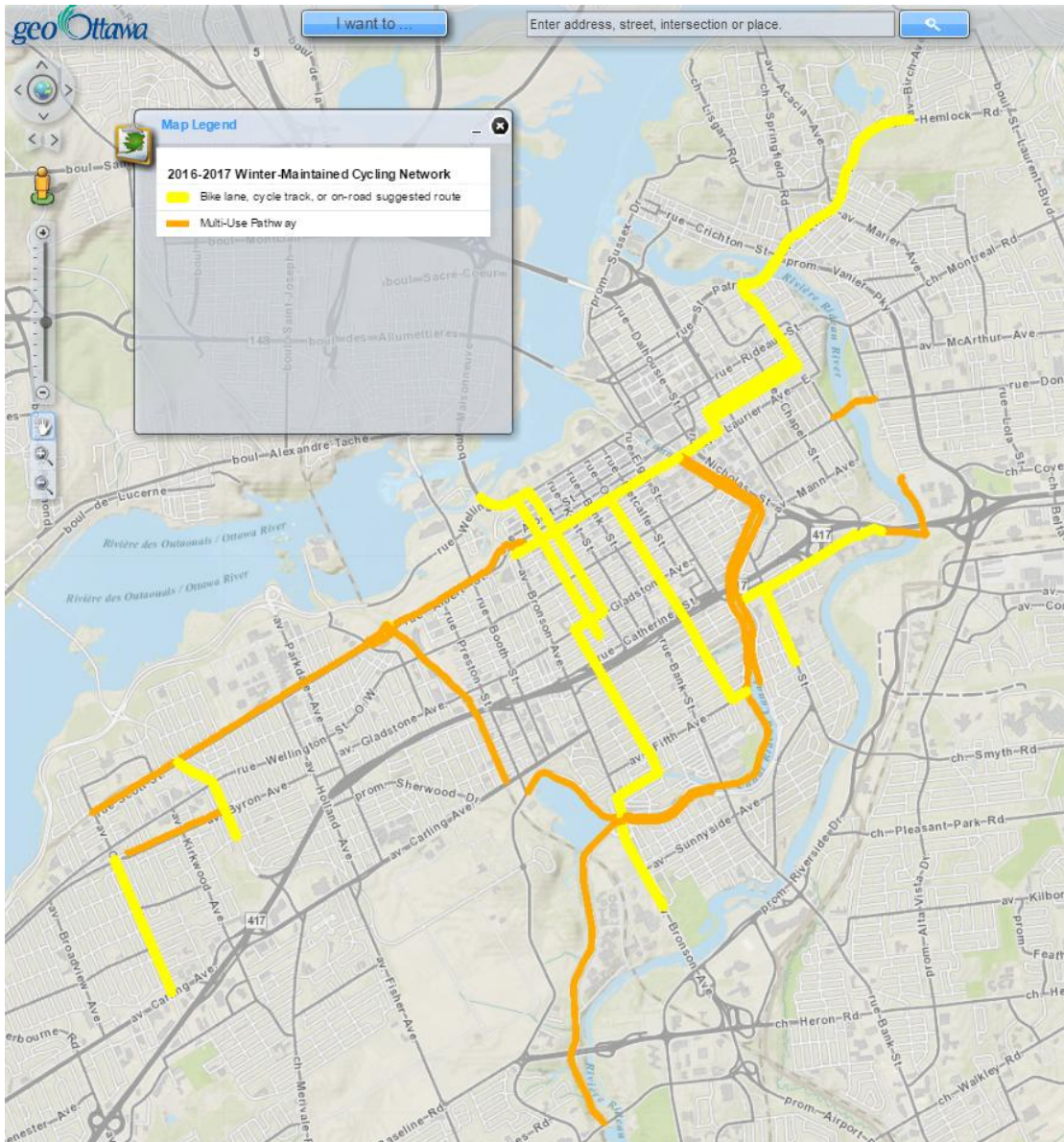


Figure 8: Screen shot of the Current Winter Cycling network below (per. GeoOttawa)

Cycling Safety

Cycling Safety Awareness Programs

The Safer Roads Ottawa program considers all aspects of road safety, including interactions between all modes. Program highlights of relevance to cyclists include the introduction of the 1 metre passing clearance and window tinting measurement instruments, which are used by Ottawa Police Officers to assess the lateral spacing of vehicles passing cyclists and the degree of window tinting, and subsequently educate drivers on the relevant Highway Traffic Act provision or regulatory requirement. Public awareness events have included Bike Rodeos attended by over 3,000 elementary school participants. Public awareness programs have included “Stay Safe, Stay Back” (heavy vehicle blind spot awareness) and “Be Safe, Be Seen” initiatives (promotion of bike lights, pedestrian lights and reflective materials).

The City also participates in the work of various external organizations related to cycling safety, including the Transportation Association of Canada, the Ontario Traffic Council, Share The Road and the Canadian Association of Road Safety Professionals.

Cycling Safety Awareness and Improvement Programs

The City has been funding a safety improvement program for cyclists since 2011, which targets high risk locations (typically intersections) with low-cost and rapidly deployable safety enhancements. Examples include green pavement marking highlights at driveway entrances, bike boxes to assist cyclist turns at intersections and flexible delineator posts to mitigate vehicle incursions into bike lanes. A total of \$420,000 of funding for this program is projected over this Term of Council, during which a total of 40 locations will have cycling safety enhanced through this program.

Corridor Safety Studies/ Reviews

The City has directly engaged community stakeholders to collaborate on improving the safety for all travel modes through the Laurier Avenue Safety Review. The Laurier Avenue Safety Review stakeholders working group has met twice to review progress, with further meetings expected in 2017. Some modifications suggested through this review have already been implemented along Laurier Avenue, including advanced stop-bar placement for cyclists at some intersections.

Recommendations stemming from this review will be applied in the short term where feasible and over the longer-term when this section of Laurier Avenue is re-constructed with cycle tracks (expected sometime after 2018).

A safety review will be initiated in early 2017 to study cyclist/driver conflict points at intersections and driveway entrances along the O'Connor Street cycle track. Recommendations from this review will be applied where feasible to mitigate conflicts along the existing section of the facility and to inform the design of the extension planned north of Laurier Avenue.

RURAL IMPLICATIONS

Rural roadways designated as 'Spine Routes' are enhanced with paved shoulders for cycling - where technically feasible to do so within the scope of the resurfacing program. This provides space for cyclists and pedestrians. There are several projects in the Community Connectivity Strategic Initiative that address cycling needs in the rural area such as wayfinding signage and promotion of cycling tourism, and the Osgoode Pathway (Doug Thompson Pathway) to Manotick Link.

CONSULTATION

As part of the 'Building a Livable Ottawa' consultation process in 2013, projects listed within the OCP2013 have been exposed to extensive public engagement followed by the Committee and Council approval process.

As individual cycling projects move through the planning phase, they are evaluated for scope and impact and the appropriate level of consultation is initiated. Where projects have limited local impacts and are supported by the Ward Councillors involved, on-line consultations will be pursued complemented by notices dropped off or mailed to affected residents.

Where projects are expected to have major impacts on traffic flows outside the Wards where these projects are situated, the project may be referred to Transportation Committee and Council (examples include the Laurier Avenue and O'Connor Street Cycle tracks).

COMMENTS BY THE WARD COUNCILLOR(S)

Cycling is a city-wide program.

ADVISORY COMMITTEE(S) COMMENTS

The Environmental Stewardship Advisory Committee and the Accessibility Advisory Committee were not consulted during the development of this report, but were engaged during the development of the OCP2013, and during major transportation studies as applicable.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

As part of the OCP2013, initial planning level cost estimates were developed for all cycling projects. These estimates were used to complete an affordability analysis and generate the list of projects for implementation to year 2031.

The original planning cost estimates have been compared to actual costs for recently completed projects. Costs for new cycling projects have generally been 30 per cent higher than originally estimated. Site-specific conditions such as contaminated soils, poor slope stability and utility conflicts are difficult to anticipate during master planning and have resulted in increased project costs.

As the requirements of the provincial Accessibility for Ontarians with Disabilities Act (AODA) and the associated Integrated Accessibility Standards Regulation have come into effect, cycling projects have been required to retrofit extensive traffic signal upgrades at intersections (including tactile walking surface indicators). The magnitude of additional costs varies primarily with the number of intersections affected, particularly those that are signalized. These higher costs will be reflected in planning cost estimates for all future projects.

Increased project costs have been partly managed through a combination of project scope revisions, such as deferring intersection cross-ride upgrades or reducing the length of a project. In some cases additional co-funding was obtained through recent government funding programs (i.e. PTIF and the Ontario Municipal Cycling Infrastructure Program). In other situations, projects identified within the Cycling Plan were successfully incorporated within major infrastructure projects, thereby reducing over-all budget pressure within the program.

ASSET MANAGEMENT IMPLICATIONS

The information documented in this report is consistent with the City's Comprehensive Asset Management (CAM) Program ([City of Ottawa Comprehensive Asset Management Program](#)) objectives. Implementation of cycling plan objectives as outlined assists to fulfil the City's obligation to deliver quality services to the community, in a way that balances service levels, risk, and affordability

Ongoing long term operation, maintenance and ongoing capital renewal cost will increase in order to sustain the upgraded and new assets required to support the expected level of service. Inclusion of the scope of work with planned renewal projects is an effective means of coordinating delivery of the targeted enhancement and changes in level of service to the community. In some cases, dependent on the nature of the scope added to planned renewal projects, this impacts the extent of funding directed to lifecycle renewal objectives. These impacts will be reflected in Long Range Financial Plan and Asset Management Plan updates.

FINANCIAL IMPLICATIONS

There are no additional capital funding requirements with this report or its recommendations. However, the winter maintenance costs associated with the expansion of the winter cycling network will be included in future Operating Budget Submissions for council consideration.

ACCESSIBILITY IMPACTS

The planning, design and construction of new cycling facilities and Major Structures will continue to meet all municipal, provincial and federal accessibility requirements.

TERM OF COUNCIL PRIORITIES

The ongoing implementation of the OCP is supportive of the following Term of Council Priorities:

- TM2 – Provide and promote infrastructure to support safe mobility choices.
- TM4 – Improve safety for all road users.
- ES1 – Support an environmentally sustainable Ottawa.

SUPPORTING DOCUMENTATION

Document 1 -- Project Status for OCP2013, Community Connectivity and PTIF projects

Document 2 -- Listing of OCP2013 Recommendations Status – for this Term of Council.

DISPOSITION

The Transportation Services Department will continue with the planning and implementation of the cycling program as described in the 2013 Ottawa Cycling Plan.

Document 1

Document 1A: OCP2013 Phase 1 Project Status

Proj#	Wards	Project	Status	Projected	
				by	Notes
TMP Cycling Projects (2014)					
P1-1	18	Hospital Link Pathway	Design/Constr.	2018	1
P1-2	13	Coventry Rd. Bike Lanes	Completed	2015	
P1-3	3	Barrhaven RW MUP	Completed	2016	
P1-5	15	Byron Ave. IPD	Completed	2016	
P1-6	17	Glebe Neighbourhood Bikeway	Design/Constr.	2017	
P1-7	10	Hunt Club Rd. Neighbourhood Bikeway	Completed	2015	
TMP Cycling Projects (2015-2018)- SI#7					
P1-8	9	Nepean Trail Neighbourhood Bikeway	Design/Constr.		2
P1-9	17	Rideau River Western Pathway	Design/Constr.		3
P1-10	11	Shefford Rd. Pathway	Design/Constr.		
P1-11	2	Link to Prescott Russell Trail	Planning		4
P1-12	12	Mackenzie Ave. Bike Tracks	Completed	2016	
P1-13a	14	O'Connor St. Bike Track (Fifth Ave. to Laurier Ave.)	Completed	2016	
P1-13b	14	O'Connor St. Bike Track (Laurier Ave. to Wellington St.)	Planning		5
P1-14	18	Trainyards Dr. to Coronation Ave.	Planning		
P1-15	8	Woodroffe Ave. (Norice St. to College Ave.)	Planning		6
P1-16	8	Navaho Dr. - Woodroffe Ave. to Baseline Rd.	Planning		7

Proj#	Wards	Project	Status	Projected	
				by	Notes
P1-20	18	Pleasant Park Rd. (Neighbourhood Bikeway)	Planning		
P1-21	16	Hogs Back Rd. and Brookfield Rd. (Prince of Wales Dr. to Airport Parkway)	Planning		
P1-22	11	Cyrville Rd. Cycling Facility	Completed	2016	
P1-23	18	Riverside Dr. to Rodney Cres. (Signed Local Route)	Planning		
P1-25	12,13	Lowertown to New Edinburgh Neighbourhood Bikeway	Planning		
P1-29	23	Ackerson Rd. Pathway	Planning		
P1-30	12	Laurier Ave. (Nicholas St. to Cumberland St.)	Planning		6
P1-31	14,15	Scott St. (Albert St. to Holland Ave.)	Planning		6
P1-32	CW	Enhanced Paved Shoulder Pilot Project	Planning		
P1-33	CW	Citywide Enhancements and Bike Parking	Planning		
P1-34	3,9,12	Woodroffe Ave. (Longfields Dr. to Stoneway Dr.)	Planning		
P1-35	12	St. Patrick St. and Murray St. Shared Lanes	Planning		8
P1-37	12	Beausoleil Dr. Shared use lanes	Completed	2015	
P1-38	12	Old St. Patrick St. (Beausoleil Dr. to Cobourg St.)	Planning		
P1-39	11,13	Donald St. (North River Rd. to Cummings Ave.)	Planning		9

Notes:

1. Integrated with Hospital Link Roadway project.
2. Section 8b along Colonnade Rd. to Prince of Wales Dr. removed from project scope.

3. Section south of Burnham Rd. will be implemented as a signed route.
4. Improved alignment of pathway under discussion with NCC (Stonehenge Cres. Hydro Corridor).
5. To be bundled with a linkage to Mackenzie Ave. along Wellington St., proposed implementation next term of Council.
6. To be coordinated with Stage 2 LRT.
7. To be coordinated with Baseline Transitway Project.
8. Buffered bike lane implemented in 2016 on St. Patrick St. from Dalhousie St. to Sussex Dr.
9. Shift project to McArthur Ave. (a recommendation in this Report).

Document 1B: Community Connectivity Project Status

Proj#	Wards	Project	Status	Projected	
				by	Notes
SI#9- Community Connectivity Projects (2015-2018)					
CC1	4	Campeau Dr. cycling and pedestrian safety enhancements (Teron Rd. to Kanata Ave.)	Design/Constr.		
CC2	19	Trans Orleans MUP (Liska St. to Trim Rd.)	Design/Constr.		
CC3	3	Harthill to Halley Link (Harthill Way to Halley St.)	Design/Constr.		
CC4	11	Ogilvie Rd. MUP (Blair Rd. to Montreal Rd.)	Planning		
CC5a,b	17	Crossing enhancements; Q.E. Drwy. at Commissioners Park and Q.E. Pl.	Completed	2016	
CC5c	12	Crossing enhancements; Colonel By Dr. at the Corktown bridge	Planning		
CC6	9	MacFarlane Rd. paved shoulders (Merivale Rd. to Deakin St.)	Completed	2016	
CC7	14	Linkages and enhancements around Confederation Line stations (Pimisi-Empress-Lett)	Planning		
CC7f	18	Cyrville St. (Sidewalk links to west of station)	Completed	2016	
CC8	13,18	Belfast Rd./Trainyards Dr. corridor MUP enhancements (Coronation Ave. to Coventry Rd.)	Planning		
CC9	13	Coventry Rd. pedestrian/cycling bridge cycling link to Lola St. (along east side of Ball Park)	Completed	2015	
CC10	20	Osgoode Pathway to Manotick Link	Planning		

Proj#	Wards	Project	Status	Projected	
				by	Notes
CC11	17	Trillium MUP link cycling improvements from Carling Ave. to Dows Lake	Planning		
CC12	8	Cedarview Rd. to Holly Acres Rd. MUP improvements	Planning		
CC13	CW	Wayfinding signage and promotion of cycling tourism	Planning		1

Notes:

1. Rural Tourism Route Cycling Guides to be released in 2017

Document 1C: Public Transportation Infrastructure Fund Project Status

Proj#	Wards	Project	Status	Projected	
				by	Notes
PTIF- Public Transit Infrastructure Fund Cycling Projects (2017-2019)					
10	14	Booth St. Bike Track from Sir John A. Macdonald Pky. to Albert St.	Planning		
11	CW	Bike Shelters for Transitway Stations	Planning		
12	CW	Enclosed Bike Parking Areas	Planning		
31	7,8,15	Improvements of cycling and pedestrian links at MTO overpasses	Planning		1,2
37	17	Rideau Canal Crossing - 5th Ave. to Clegg St.	Design/Constr.		
38	16,17	Rideau River Crossing - Confederation Heights to Carleton University	Planning		1
39	17	Rideau River Underpass at Bank St.	Design/Constr.		
40	1,19	Rural cycling routes (misc. locations) - Paved Shoulders	Planning		
41	17	Heron Rd. (Data Centre Rd. to Bank St.), EB/WB bike tracks	Planning		1
42	18	Heron Rd. (Colbert Cres. Pathway to east of Jefferson St.) - EB bike tracks only	Planning		
43	7	Richmond Rd. at Croydon Ave. - south side sidewalk and bike track	Planning		
44	4	Kanata North cycle link (Carling Ave. at March Rd.)	Planning		
45	4	Kanata North cycle link (Herzberg Rd. at March Rd.)	Planning		
46	17,16	Trillium Pathway extension phase 3	Planning		1,3

Proj#	Wards	Project	Status	Projected	
				by	Notes
		(Carling Ave. to Dows Lake)			
47	CW	AODA Enhancements of Intersections	Planning		
48	16	Hunt Club Rd. Cycling Links (Riverside Dr. to Paul Benoit Drwy.)	Planning		1
49	17	Q.E. Drwy. Crossings at Commissioners Park and at Q.E. Pl.	Completed	2016	4
50	17	Rideau River Western Pathway - lighting and link through park	Design/Constr.	2017	5
52	12,13	McArthur Ave. Bike Lane	Planning		
53	19	Trans Orleans Pathway alignment modification	Planning		6
54	19	Cardinal Creek MUP link to Park	Planning		
56	21	Bridge St. Manotick	Planning		1
59	11,13	Multi-Use Pathway (Michael St. to St. Laurent Blvd.)	Planning		1

Notes:

1. Project scope and delivery date refers to Design only, the construction phase is not funded.
2. To be coordinated with Stage 2 LRT.
3. Enhances project CC11.
4. Represents Federal funding portion for project CC5a,b (previously with NCC).
5. Enhances project P1-9.
6. Enhances project CC2.

Document 2: OCP2013 Recommendations Status – for this Term of Council

#	Recommendation	Status
4.5	All relevant City design documents shall be updated to reflect applicable aspects of recent cycling design guidelines for Ontario and Canada. The Accessibility Advisory Committee (AAC) shall be provided with an opportunity to comment on technical design standards for roadway cross-sections involving cycling facilities as these documents are updated. [TSD, PIEDD and PWES]	Pedestrian and Cycling Design Toolbox drafted. Further consultation is planned. Completion by 2018
4.6	The City shall apply the Level of Traffic Stress (LoTS) methodology to assess the quality of cycling facilities. The City will evaluate and refine the methodology as required. [TSD and, PIEDD]	The LoTS methodology was incorporated into the Complete Streets Framework. Completed
4.7	An additional 150 ring-and-post bicycle racks shall be installed each year or as demand warrants. [PWES]	An average of 190 ring-and-post bicycle racks have been installed per year between 2010 and 2016. Completion by 2018
4.8	A Bike Corral Pilot Program will commence in 2014. If it is a proven success, it is recommended that Ottawa institute an on-going bicycle parking corrals program to complement the ring and post program. [TSD and PWES]	Completed
5.1	When initiating a roadway design for new road construction, road reconstruction or road resurfacing (regardless of whether it is identified as part of the cycling network), staff shall consult with PGM to identify whether cycling facilities should be included. Cycling needs should be considered during Environmental Assessments and Community Design Plans and included in the City's road design standards. [TSD and PIEDD]	Road design standard updates underway. Completion by 2018

5.2	The City shall review the feasibility of a cycling link between Laurier Avenue and uOttawa Station, which allows for a direct 'cycle through' option to the Multi-Use Pathway south of the station. O-Train Construction shall work with TSD to explore the feasibility of such a link.	A MUP is planned from Laurier Avenue along the east side of Waller to uOttawa Station. Completed
5.4	Major transit projects will include funding for cycling linkages identified within the OCP2013 Network Implementation or Ultimate Network Concept plans. [TSD]	Completed
5.6	That the proposed winter-maintained cycling network, along with estimated incremental maintenance costs, be considered as a term-of council priority for implementation starting in winter 2015/16. Standards to clarify the winter clearing standards that apply to the routes identified within an approved winter cycling network will subsequently be identified by Public Works. [TSD]	Strategic Initiative #14 funds a winter-maintained cycling network for this Term of Council. Completed
5.7	The General Manager of Public Works and Environmental Services shall be given delegated authority to clarify the Maintenance Quality Standards such that the order of Spring Sweeping be defined that Bikeways are given priority followed by cycling spine routes as defined on the Ottawa Cycling Network. These roadways shall be given priority over roadways and pathways not identified as part of the Ottawa Cycling Network. The Spring Cleanup on the Bikeways and Spine Routes shall be initiated at the earliest opportunity each spring. [PW]	The General Manager of Public Works and Environmental Services has been given delegated authority as described. Completed
6.1	The Cycling Safely Awareness program will be incorporated within the Transportation Demand Management program funding envelope, subject to annual budget authorization by Council. [TSD]	Completed
6.4	The City shall ensure that route updates are provided for the GeoOttawa database on a proactive basis, as new cycling facilities come online, to keep the data current. [PIEDD]	Completed

6.5	A cycling tourism initiative for Ottawa shall be launched within 2014 to increase visibility of Ottawa as a tourism destination for cyclists. [TSD, PIEDD, in partnership with Tourism Ottawa]	A cycling tourism will be launched this term of Council with publication of 9 rural routes and 6 urban routes. Completion by 2018
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*Note that Departmental names have been updated as per the July 2016 new organizational alignment. Further updates to the Term of Council Priorities and Strategic Initiatives are expected in Q1 2017.