



Kanata North 2015 Cycling Project Summary

Prepared by the volunteer members of the cycling sub-committee of the Transportation Action Committee of Kanata North (TACK)

This Report is a simplified summary of cycling routes and paths available to Kanata North residents and users. It includes a cycling map plus recommendations to improve safety and accessibility of Kanata North cycling infrastructure.



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This simplified Report presents the first Kanata North Cycling map which illustrates existing routes and paths that can be used to cycle between neighborhoods, to Kanata North amenities & shopping and to connect to commuting routes and recreational routes adjacent to Kanata North.

The KN Cycling map identifies the safest and most accessible routes and paths for families, commuters and recreational cyclists.

During the development of the map by the KN Cycling Sub-Committee of TACK, of the 47 various roads assessed by the volunteer members there were four particular trouble spots identified in Kanata North where cycling is not recommended:

- *March-Eagleson Bridge*
- *Richardson Side Road (Terry Fox to Huntmar)*
- *Huntmar Bridge*
- *Goulbourn Forced Road North*

A separate report has been issued regarding the assessment of 256 paths in Kanata North. The combined results of the assessments of roads and paths are included in the Kanata North Cycling Map at Appendix A.

The following parties were involved in the development of this Report:

- *Councillor Marianne Wilkinson*
- *Members of the TACK committee*
- *Citizens for Safe Cycling*

The final step of this project involves public consultation on findings and results to date.

Kanata North is a vibrant Ottawa community with a variety of potential future cycling projects that could further enhance the quality of life for all cyclists summarized as possible next steps in the final section of this Report.

Cycling in
Kanata North:
Contributing to
a greener,
more
connected &
healthier
Ottawa.





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Background of the Cycling Project

The Transportation Action Committee of Kanata (TACK) was established with KN Councillor support in 2013.

One of the first activities of the new TACK committee, based on resident interest, was to form a sub Committee to specifically focus on KN cycling infrastructure. ¹

This is the first actual 'product' of Kanata North's TACK Committee

Intended Audience

This sub-committee is focused on the cycling safety and accessibility needs within Kanata North of three specific user groups:

- Recreational cyclists
- Families
- Commuter cyclists

Project Goal(s)

Our Primary Goal was to understand how accessible established neighbourhoods in Kanata North are for cyclists by road & paths:

- Between neighborhoods
- To get to KN amenities such as shopping, recreation, libraries, etc.
- To commute back and forth to work
- For recreational enjoyment

The project has secondary Project Goals too, such as:

- Invite new volunteers to the Cycling Sub-Committee (or TACK)

¹ Note: This is the first sub-committee of TACK. TACK may form other sub-committees in the future on other specific areas such as public transit, pedestrian needs, based on resident needs and interests.



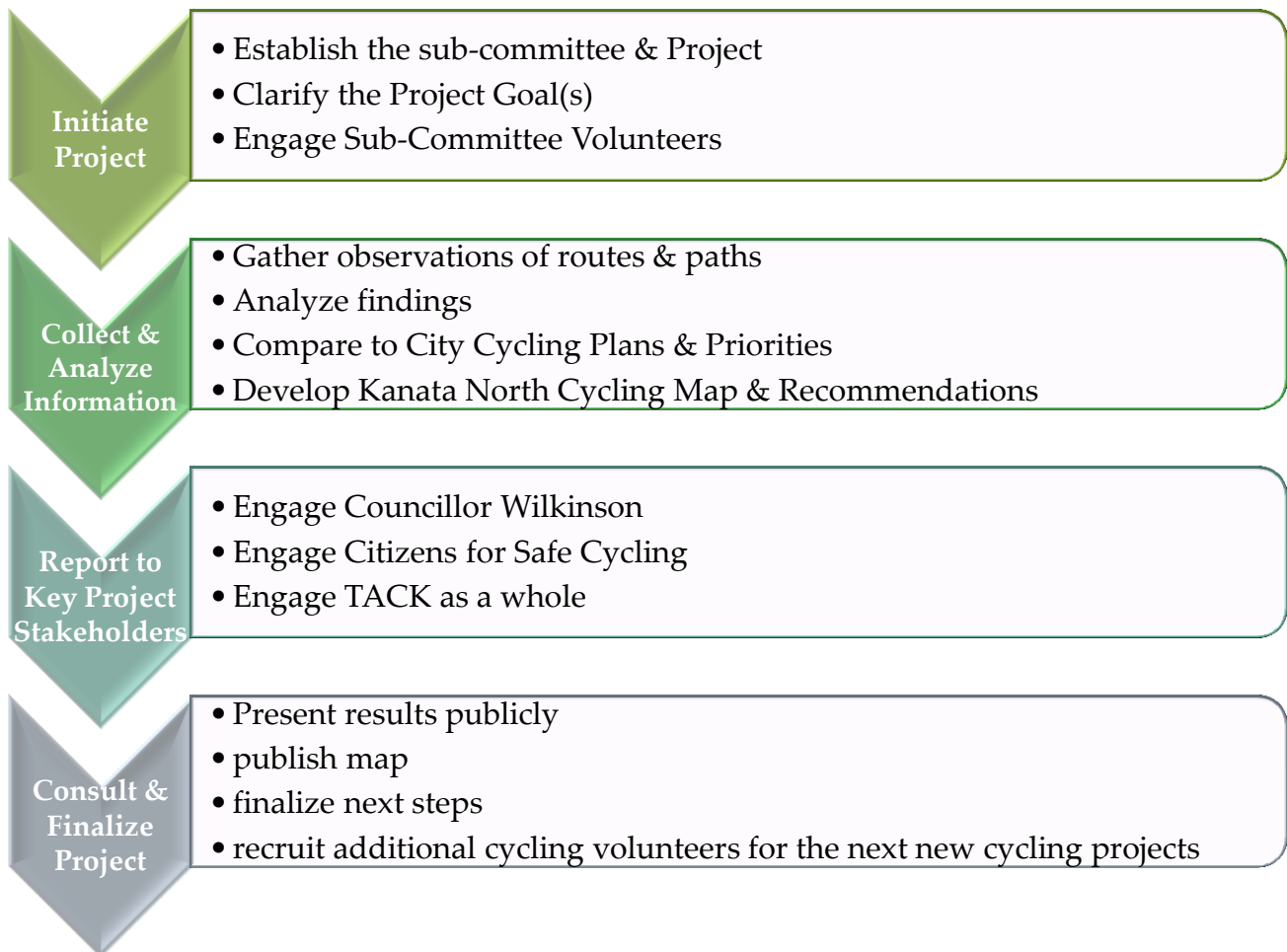
Who was involved

Just like you, all cycling sub-committee members are KN residents and volunteers to our community with a keen interest in cycling safety and accessibility within and around Kanata North. The results contained in this report are made possible by the dedication and efforts of sub-committee members representing the following KN neighborhoods:

- Beaverbrook (Bojana Kolbah, Maria del Pilar Balbuena and Julie Gourley)
- Kanata Lakes (Dan Durocher, Mike & Kathy Ward, Gary Murray and, Jan & Wayne Mattingly)

What we did

The graphic below summarizes the project methodology we used to develop the results in this report.





We analyzed the Routes & Pathways in the existing areas of Kanata North based on:

- Observational data and collective cycling experience of seven Kanata North residents and volunteers who cycled the roads/paths shown on the map. Their individual and collective observations form the basis of rating shown on this report. The volunteers have a wide array of cycling experience including CAN-bike 2/3 course participants, national cycling, commuter cycling experience in other major Canadian cities, cycling with small children, recreational and distance cycling. As experienced cyclists, the volunteers prefer low vehicular traffic routes, especially when choosing them for family and recreational use.
- Each route was assessed by the TACK cycling group based on whether or not cyclists would be able to use the route easily and safely.
- Problems or issues were identified.
 - Red colored routes/paths shown on the map have two or more safety/accessibility issues
 - Yellow colored routes/paths have one safety/accessibility issue.
 - Green colored routes are paths
 - Brown colored routes are dirt trails
 - Blue colored routes were assessed as nominal or acceptable
- Priority issues were established based on discussion and consensus
- Comparing the City of Ottawa master plan for cycling in Kanata North and the priority issues based on sub-committee findings.

What resulted

This project has developed three products

- Product #1: A public Kanata North Cycling Map. The results are included as Appendix A (separate attachment) to this report.
- Product #2: A Cycling Corridor map for KN area amenities and supporting detailed table itemizing specific issues on specific streets. The results are included as Appendix B to this Report.
- Product #3: Kanata North Cycling Corridors 2020: a future looking map describing City plans in relation to cycling infrastructure.

Next Steps & Recommendations

The cycling sub-committee of TACK in Kanata North recommends that

1. The cycling map as attached in Appendix A be published as a 'first edition' and made publicly available through
 - a. Councillor website
 - b. Kanata North Business Improvement Association website
 - c. Area cycling associations such as Kanata Nepean Bicycling Club (KNBC), Ottawa Bicycle Club (OBC), etc.
 - d. Sporting goods stores in and around Kanata North
2. Additional volunteers be recruited to scope and execute such as potential future projects as:
 - a. Pilot 'bike loan' through City of Ottawa library(ies) in Kanata North
 - b. Canbike course promotion
3. Establish a standing committee to review whenever new construction or repairs are conducted in Kanata so recommendations can be made for preferred cycling infrastructure
 - a. Cycling safety promotion in partnership with Citizens for Safe Cycling at KN primary and secondary schools



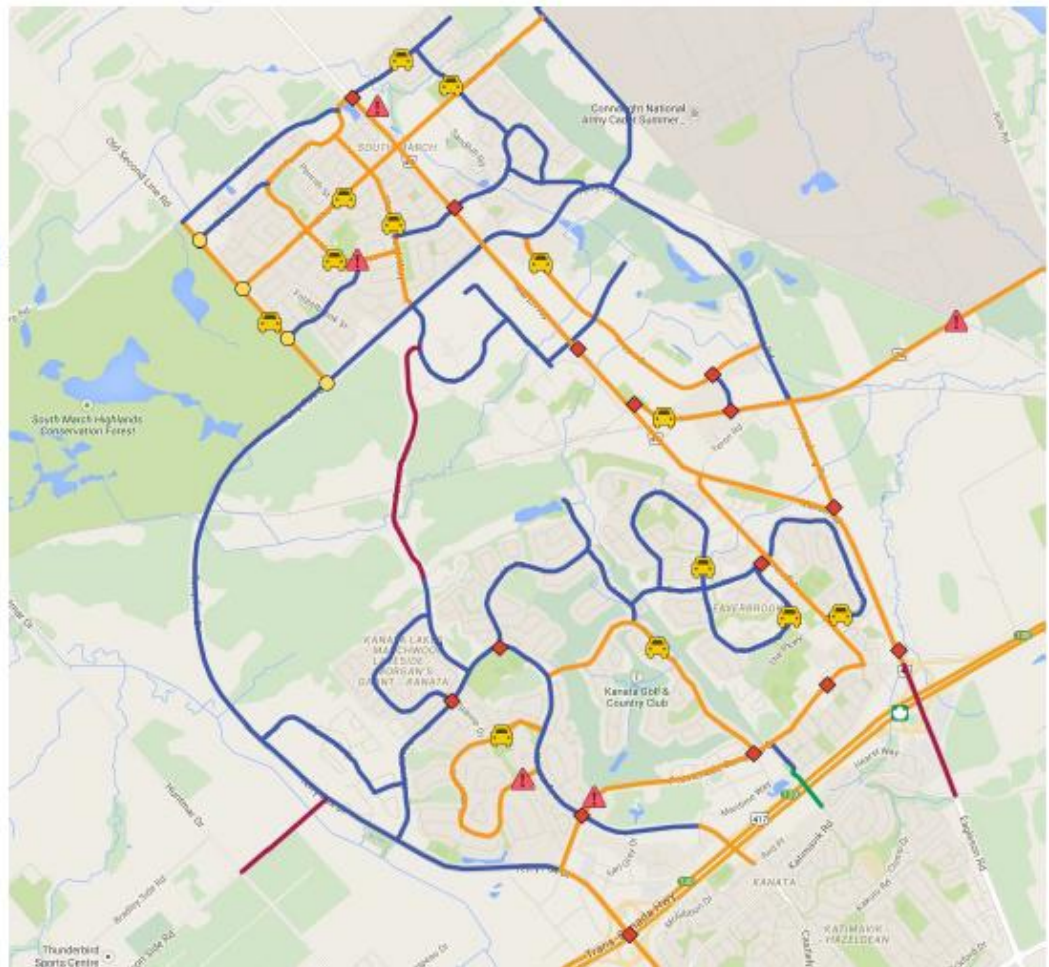
Appendix A: Public Cycling Map for Kanata North

Cycling Comfort Evaluation

Roads are colour coded based on comfort level.

Red indicates challenging intersection and local hazards.

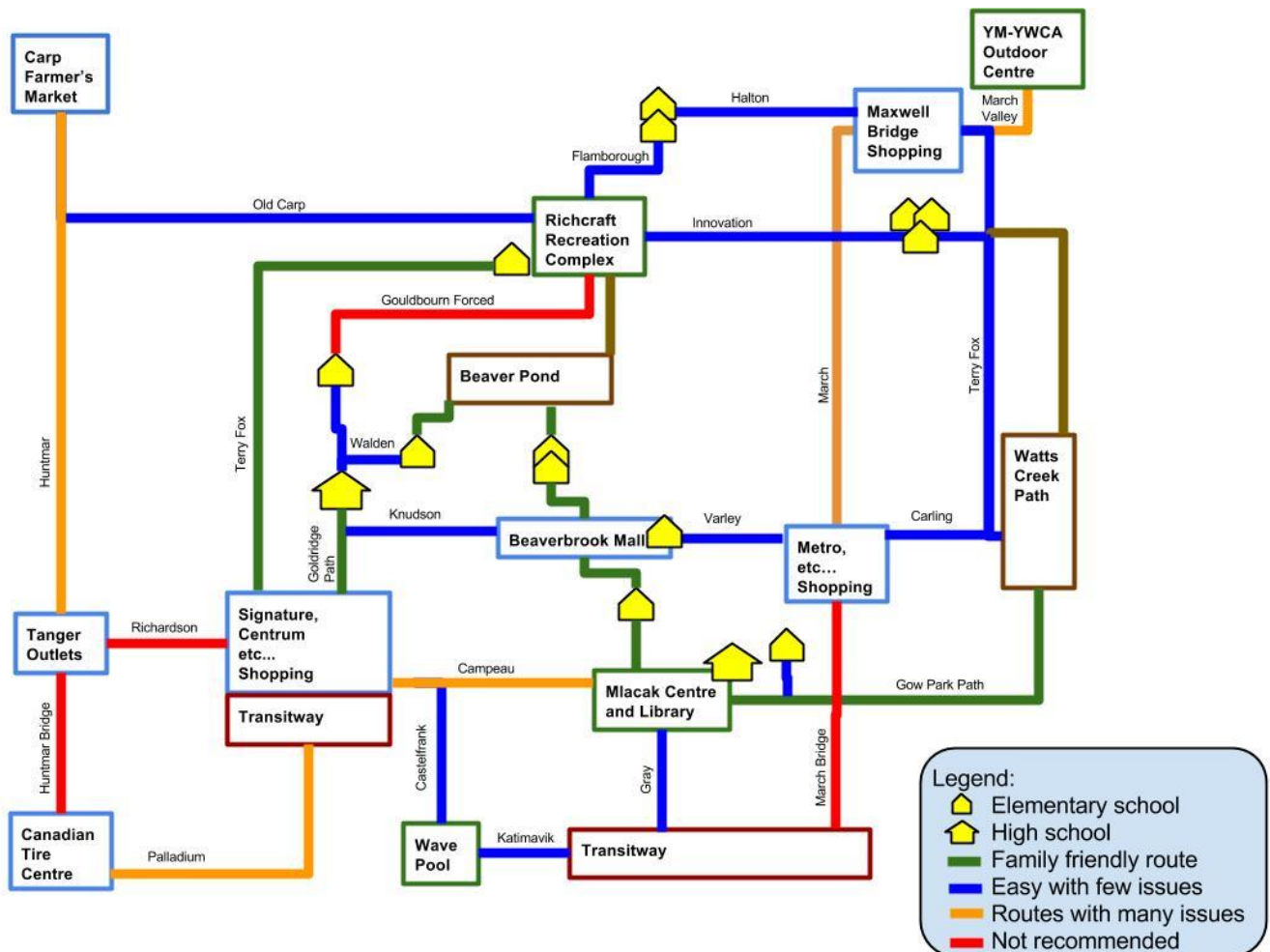
Frequently parked cars and inconveniences are noted in yellow.





Appendix B: Kanata North Cycling Corridor to Area Amenities

IMPORTANT NOTE: The colors in the map below directly correspond tables on the following pages and should be read together to help specifically identify streets.



Road name	Description	Evaluation
Beaverbrook	Problem intersection, courtesy lane between Weslock and Leacock	14+ (blue)
Varley	Parked cars	14+ (blue)
Leacock	Parked cars	14+ (blue)
Penfield	Parked cars	14+ (blue)
Halton Terrace	Parked cars, high traffic volume, no bike lanes	Caution (orange)
Flamborough	Parked cars, high traffic volume, no bike lanes	Caution (orange)
Goldridge	Parked cars, high traffic volume, no bike lanes	Caution (orange)
Schneider	Courtesy lane present	14+ (blue)
Leggett	Parked cars, high traffic volume, bike lane present west of Solandt	Caution (orange)
March Valley	Narrow road, low traffic volume	14+ (blue)
Walden	Parked cars, high traffic volume, courtesy lane present	14+ (blue)
Weslock	Parked cars, courtesy lane present	14+ (blue)
Terry Fox NW	High traffic speed negated by wide bike lanes throughout and adjoining MUP from Terry Fox to Huntsville.	14+ (blue)
Terry Fox by Centrum	High traffic volume, partial bike lane present including bike lane in middle at intersection	Caution (orange)
Terry Fox NE	Bike infrastructure up to current standard	14+ (blue)
Solandt	No lanes, traffic manageable due to frequent lights	14+ (blue)
Innovation	No lane but wide shoulders	14+ (blue)
Hines	No lane but wide shoulders	14+ (blue)
Shirley's Brook	Problem intersection, courtesy lane between March and Helmsdale	14+ (blue)
Kanata Town Centre	Pedestrian bridge connection to South Kanata	Family friendly (green)
Gray	Parked cars	14+ (blue)
Goward	Parked cars	14+ (blue)
Brady	Parked cars	14+ (blue)
Helmsdale	Parked cars	14+ (blue)
Klondike	Parked cars, high traffic volume, no bike lanes	Caution (orange)

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Road name	Description	Evaluation
Knudson	Problem intersections, parked cars	Caution (orange)
Carling	Problem intersection, narrow bridge, parked cars	Caution (orange)
March Road	Problem intersections, high traffic volume, congestion, transport trucks	Caution (orange)
Kanata	Problem intersections, bike or courtesy lane present	14+ (blue)
Teron	Narrow road, frequent busses	Caution (orange)
Old Second Line	Problem intersection - curbs, parked cars	Caution (orange)
Old Carp	Narrow road, low traffic volume	14+ (blue)
Campeau	Narrow road, problem intersections, high traffic volume, no lane between Kanata and Didsbury	Caution (orange)
Maxwell Bridge	Parked cars, no bike lane	14+ (blue)
Marconi	Parked cars, no bike lane	14+ (blue)
Kanata Bridge	High traffic volume, low visibility from off-ramp	14+ (blue)
Terry Fox Bridge	Problem intersections, high traffic volume	Caution (orange)
Herzberg	Problem intersection, high traffic volume, partial curtsy lane	Caution (orange)
March-Eagleson Bridge	No shoulder, high traffic volume, not recommended for cyclists	Not recommended (red)
Richardson	No shoulder, high traffic volume	Not recommended (red)
Huntmar Bridge	No shoulder, high traffic volume	Not recommended (red)
Morgan's Grant		14+ (blue)
Huntsville		14+ (blue)
Keyrock		14+ (blue)
Goulbourn Forced S	High traffic volume, bike lanes present	14+ (blue)
Goulbourn Forced N	Narrow road, high traffic volume, this road will be replaced within five years	Not recommended (red)