

2014 Cycling Policies & Achievements as of 2018

Incumbents not running 2018

- Bob Monette, Ward 1 - Innes
- Jody Mitic, Ward 2 - Innes
- Marianne Wilkinson, Ward 4 - Kanata North
- Mark Taylor, Ward 7 - Bay

NO CYCLING POLICIES 2014

- Shad Qadri, Ward 6 - Stittsville
- Rick Chiarelli, Ward 8 - College
- Diane Deans, Ward 10 - Gloucester-Southgate
- Tim Tierney, Ward 11 - Beacon Hill-Cyrville
- Jean Cloutier, Ward 18 - Alta Vista
- George Darouze, Ward 20 - Osgoode
- Michael Qaqish, Ward 22 - Gloucester-South Nepean
- Allan Hubley, Ward 23 - Kanata South

Jim Watson, Mayoral candidate

What is the next important bicycle infrastructure project for the City?

2014 Policy

Cycling has been a priority for me for the last four years and this will continue in a new mandate, should I be honoured with re- election. The City will focus on implementing the Cross-Town Bikeway network as laid out in the Cycling Plan. The next bikeway to be addressed (after the East-West Bikeway, which will be largely completed in early 2015) is Cross-Town Bikeway Route#3, which runs to the south east of the downtown core. This route will take advantage of new The Donald/Somerset bridge (under construction), new bike lanes on Coventry(under construction) and new paved shoulders along Cyrville road planned for 2015/16.

Improvements to links across the Ottawa river are also in the planning stages, including a study evaluating activation of the Prince of Wales bridge for cyclists and pedestrians, improvements to the Chaudiere crossing in addition to new bike lanes along Sussex Drive (now under construction).

2018 Achievements

No reply yet.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

The City will continue to roll-out new cycling facilities designs such as bike tracks which provide increased separation between cyclists, pedestrians and vehicular traffic. Awareness and education programs for all road users will continue in order to explain how new facilities are to be used, and to encourage cooperation between all road users.

The City has also funded a Cycling Safety Improvement program which targets approximately ten problem areas (typically intersections) to mitigate or eliminate cycling hazards.

The City is also very active in helping to update provincial roadway design standards to improve safety for vulnerable road users and facilitate implementation of the Complete Streets policy outlined in the City's 2013 Transportation Master Plan.

2018 Achievements

No reply yet.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

The Transportation Master Plan foresees spending approximately \$860 Million on roadways by 2031. Of that amount, roughly 13% is dedicated for cycling infrastructure of all types - multi-use pathway bridges, on road lanes, cycle tracks, etc

2018 Achievements

No reply yet.

JAN HARDER, WARD 3 BARRHAVEN

What is the next important bicycle infrastructure project for your ward?

2014 Policy

There is good investment in cycling in Barrhaven we will connect pieces of a future network, formalize cycling opportunities with Greenbank Rd widening, extend the network to Farm Boy on Woodroffe, add cycling to Strandherd north.

2018 Achievements

Farm Boy to Longfields now open

Strandherd North design etc complete widening and grade separation including cycling and Ped support begins in spring

What measures should be implemented to ensure the safety of all road users?

2014 Policy

No Answer.

2018 Achievements

No reply yet.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

I will make sure our decisions regarding cycling in the Master Transportation Plan are implemented. We have struck a good level of investment in all modes of travel. We just approved this Transportation Master Plan with more public feedback than ever before. I see no reason before it's implementation to make changes

2018 Achievements

Transportation MP begins next year. Opportunity for complete streets with new roads in the suburbs means more connectivity more cycling

ELI EL-CHANTIRY, WARD 5 - WEST CARLETON

What is the next important bicycle infrastructure project for your ward?

2014 Policy

As outlined in the Transportation Master Plan, if a road is identified as a major cycling route in the City, then when the road is resurfaced the shoulders will be paved.

For example, Galetta Side Road is a major cycling route and the shoulders were paved. Kinburn Side Road is not identified as a major cycling route and therefore the shoulders will not be paved.

2018 Achievements

No reply yet.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

Safety on our roads is everyone's concern (motorists, cyclists and pedestrians). We all need to follow the rules of the road, but also be engaged and report speeding, unsafe driving and road hazards. Road safety is everyone's responsibility.

2018 Achievements

No reply yet.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

This is a discussion that needs to take place as part of the Budget process, to see if the money is there to support something like this.

2018 Achievements

No reply yet.

KEITH EGLI, WARD 9 KNOXDALE-MERIVALE

What is the next important bicycle infrastructure project for your ward?

2014 Policy

The next important cycling project in my ward is the completion of the Nepean Trail cycling pathway

2018 Achievements

I have responded to the Bike Ottawa survey and the answers are online. I can also tell you that the construction of the Nepean Trail is well underway.

The next big cycling piece in my area is the Baseline Rapid Transit Corridor which will feature extensive new cycling infrastructure. I am a big supporter of this project and will continue to push for its progress.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

The Complete Streets approach to road building and road renewal is the best way to ensure safety for all as it seeks to balance and enhance road accessibility and usage for all users. Each road project and community has different needs and concerns. The Complete Streets policy adopted this term of Council provides numerous tools and options to be considered by the City and the impacted community going forward on road renewal and new build projects. It attempts to balance all users needs and concerns through techniques such as wider sidewalks, transit lanes and cycle tracks or sharrows. Road users' safety should be part of any discussion related to road renewal or construction.

2018 Achievements

No reply yet.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

An increase in spending on cycling infrastructure in light of the stated aim is an important discussion that Council needs to have. The amount of any proposed increase would have to be considered in light of competing needs and services at the time of any budget deliberation but debate and dialogue on this issue is necessary.

2018 Achievements

No reply yet.

MATHIEU FLEURY, WARD 12 RIDEAU-VANIER

What is the next important bicycle infrastructure project for your ward?

2014 Policy

Over the last four years, we have worked hard to increase the cycling facilities in our community. The Donald-Somerset pedestrian bridge is under construction, which will connect residents to Sandy Hill, Vanier and beyond.

We also have the East-West Bikeway and new cycling facilities on Sussex Drive, St. Patrick Street, Rideau Street, and key neighbourhood routes in Vanier. It is now important that we build on this network and connect our communities together, so that all residents can access the new cycling lanes from their residential streets in Lowertown, Sandy Hill, and Vanier.

Two key projects include creating connection points into the ByWard Market, which we have already begun with the counterflow lane on Cumberland and Rideau Street, and making Montreal Road a model complete street through renewal.

2018 Achievements

The projects listed above are complete. The new bridge is called the Adawe crossing. Over a million cycling trips have involved this crossing since it opened. Montreal Rd does have cycle tracks/ bike lanes in its horizon. The Cumberland bike lane was extended and a curb was put in. McArthur now has protected bike lanes. Somerset E now has advisory bike lanes. Vanier now has directional signage especially for cyclists.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

I am happy that the City is embracing segregate bike lanes and cycle tracks on main streets. Although painted bike lanes are great for residential streets, it is important that the City install cycling facilities appropriate for each roadway's use and volume. We also need to support and expand the public education program so that all road users can feel safe and happy when travelling.

2018 Achievements

I still agree with this. The McArthur Ave lanes are a good example of every road should be looked at separately due to different circumstances. There is currently a public education program going on regarding those lanes. We've added several blue flex stakes along the east west bike way as well to make cars aware that there is a bike lane beside them.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

Absolutely. It is important that we continue to build on the established network and expand the projects set forward by the 2013 Cycling Plan. If we want to increase the number of cycling trips made residents we need to do all possible to make cycling welcoming, attractive and friendly for all residents.

2018 Achievements

Still supportive of this. I would love to see more of the municipal budget go toward cycling initiatives.

TOBI NUSSBAUM, WARD 13 RIDEAU-ROCKCLIFFE

What is the next important bicycle infrastructure project for your ward?

2014 Policy

The planned Somerset-Donald St bridge will be a critical piece of infrastructure for those who travel from our ward to the downtown core. We will need to explore how to extend cycling infrastructure east of the bridge to ensure good connectivity.

I would like to see the completion of cycling connections between the east-west and north-south routes that already run through our ward but do not completely connect with the 'spine' routes in the City's 2013 Cycling Plan.

Our Ward needs one or more complete streets with infrastructure designed as much for cyclists and pedestrians and public transit as for cars. Donald St, Montreal Rd, St. Laurent Blvd. and Beechwood Ave. are potential candidates and are important routes for connection with the city's cycling network.

2018 Achievements

No reply yet.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

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2018 Achievements

No reply yet.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

I am a firm believer in the importance of safe cycling infrastructure. However, I don't think fixed targets are the best way to get policy outcomes. As Councillor, I would advocate that transportation dollars be spent smartly - with a focus on providing safe and convenient choices for transit users, cyclists and pedestrians.

Before the budget is allocated, it will be important that Citizens for Safe Cycling articulate to City Council its views on the highest priority needs for cycling infrastructure in Ottawa.

2018 Achievements

No reply yet.

X

What is the next important bicycle infrastructure project for your ward?

2014 Policy

X

2018 Achievements

No reply yet.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

X

2018 Achievements

No reply yet.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

X

2018 Achievements

No reply yet.

CATHERINE MCKENNEY, WARD 14 SOMERSET

What is the next important bicycle infrastructure project for your ward?

2014 Policy

The most immediate is the O'Connor segregated bike lane. The data is clear and shows that over the last 15 years there have been fewer motor vehicles travelling into the downtown yet the number of residents and visitors has increased. So the shift to pedestrian, bicycle, and transit travel has been successful and there is a need to continue to improve these alternate modes of transportation.

If elected, I will also ensure that Albert and Slater become Complete Streets upon the completion of the LRT.

2018 Achievements

O'Connor was completed and we have a plan accepted by Council for Albert & Slater to become complete streets with cycle lanes.

We have also planned for new cycle tracks on Bay Street from Wellington to Laurier. Also completed the MUP along the Trillium line.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

The City must ensure that its Complete Streets Policy is always implemented. This will provide all road users, pedestrians, cyclists, transit and para-transit riders, and motorists, with the same level of safety and comfort. I have stated publicly that I will advocate for \$1m in funding to be earmarked in a separate fund for Complete Streets that can be used for immediate improvements to any sidewalk or roadway, moving them closer to becoming a complete street model.

Rochester Street is an example of a street that is slated to become a complete street however this will only happen with a full reconstruction which won't happen for many years. We should not have to wait for this to happen. The \$1m fund would be used now to paint a cycling lane protected by planters to offer cyclists a safe and comfortable cycling lane.

2018 Achievements

While the \$1m was never a part of the Mayor's budget although I argued for it, I was successful in getting the Rochester and Gladstone intersection reconfigured into a more complete intersection with a budget of \$800k.

There was \$40k also allocated to each ward for temporary traffic calming measures. I worked closely with the community to identify areas of concern and implemented measures across the ward.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

Yes. I have publicly stated that I would advocate for spending \$70m over the next term of council on improved cycling infrastructure, i.e. over the next 4 years. This is the amount that is presently slated to be spent in the Transportation Master Plan over the next 15 years. It should be used now to increase cycling lanes and other important cycling facilities in advance of the completion of the LRT.

2018 Achievements

I worked closely with my provincial counterpart to ensure that there was sufficient funding from the province to match city funding for cycling improvements. Across the City over the last term this amount equalled close to \$80m.

JEFF LEIPER, WARD 15 KITCHISSIPPI

What is the next important bicycle infrastructure project for your ward?

2014 Policy & 2018 Achievements

There are several. First, just outside the boundary of my ward, we need to complete the O-Train Multi-Use Path all the way to Carling. This has been approved, but the design has to be done properly to ensure that pedestrians and cyclists can each safely use the path unimpeded. This path will be a major route for people to access the LRT in a rapidly intensifying area. It must safely connect to the cycling routes at Dow's Lake. Another important consideration is that snow needs to be cleared from the entire path in the winter and spring for cyclists and pedestrians to be able to use it all year round. Why are the existing sections of the pathway not cleared? This needs to be remedied.

In this term, there was a potential issue of permanently losing access to the west-side path through the O-Train corridor through the 417 bridge replacement. I worked persistently and successfully with the city manager to ensure that the potential remains (the solution turned out ultimately to be less expensive for taxpayers). The O-Train path is now under construction all the way to Prince of Wales, including with a new pedestrian/cycling connection at Carling. The O-Train pathway is an example, now, of some of the best cycling infrastructure snow clearing in the city.

Second, we need to ensure that cyclists are safe on Scott Street and its connections during LRT construction when all the Transitway buses are diverted onto those roads, including in planning for the phase 2 western LRT. We must also plan for complete permanent cycling networks along Scott and Albert all the way downtown as part of the LRT construction.

There is safe cycling infrastructure the entire length of Scott/Albert, including on-street and MUP connections, with two connections through the Bayview Station/Tom Brown site and the new Nanny Goat Hill connection. While the City's original plan was to revert to a four-vehicle-lane street at the end of the detour, I have received their commitment after my protest of maintaining the south-side facility from Smirle to Bayview when the detour is over, with enhanced segregation. Those plans were shown to residents at a well-attended open house. The City is also putting in four new protected intersections along the Phase 2 bus detour as part of the long-term segregated cycling lane plan for that stretch.

Third, we need to tackle making Richmond and West Wellington roads safe for cycling from one end of the ward to the other.

Richmond Road will soon have a long stretch of segregated cycling infrastructure west of Golden including north-side cycle tracks, forming an alternative to Byron which is being traffic calmed and painted with cycling advisory lanes. On Wellington, the most I was able to achieve was the new "dooring-zone" paint. While the success of that trial has not been universally accepted in the cycling community, academically rigorous study has been made of it that shows a dramatic difference in driver and cyclist behaviour that has made it a safer corridor for some.

Fourth, we need to address the dangerous situation where the cycling route along Tyndall Ave. intersects Parkdale.

I have been unable to address this.

What measures should be implemented to ensure the safety of all road users?

2014 Policy & 2018 Achievements

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I would like to highlight five.

First, a huge issue is the unsafe conditions where bike lanes cross bridges (such as the Bank Street bridges) and major intersections. This includes everywhere multi-use pathways cross or end at roads without provision for cyclists.

I have not made the progress I'd like, here. At Maitland/417, we are introducing new cycling measures that will make it easier to cross and in preparation for longer-term cycling infrastructure in the area. We'll have several new protected intersections along the Scott/Albert corridor that will improve connectivity and safety there.

Second, we need increased numbers of dedicated bike lanes like the highly successful Laurier bike lanes. In my ward, it is great we managed to make a segment of Churchill into a "complete street," but we cannot wait to do this elsewhere only when streets undergo major reconstructions. We must decouple implementing safe cycling infrastructure from replacing underground infrastructure like sewers and pipes. Why cannot safe cycling be a priority during simple road resurfacing or sidewalk replacements, which are much more frequent?

Addressing safe cycling infrastructure has been a priority for me when re-building streets, though to date most in my ward have been on low-volume, low-speed roads that according to Council's new complete streets policy don't warrant segregated infrastructure. Residents can be assured, though, that in each re-build and re-surfacing, I'm talking with staff and residents about the potential to make those safer for cyclists.

Third, missing links in the bike routes must be filled in so that every neighbourhood is bikeable without dangerous gaps. This continues to be a priority, though I have had more success with pedestrian connections than cycling. I did use a portion of my office budget to fund the highly successful bike map tools (as you know) that can be the basis of filling those gaps in if and when Council devotes the appropriate funding to filling those in.

Fourth, I strongly support reducing the speed limit on local and residential streets to 40 kph.

I have been a strong champion for 40 km/h streets, and even 30 km/h. I was the first councillor to advocate for a 30 km/h street under our new policy, and frequently use traffic calming money to effect changes on streets that might not otherwise qualify. To the best of my knowledge, Kitchissippi may still be the only ward with these new 30 km/h streets under the new policy. All of Hintonburg is now 40 km/h, and making every residential road 30 km/h will be a key goal for me in the next term of Council.

Fifth, we need to fund education campaigns, initiatives such as "bike boxes," and signage that effectively encourages automobiles and bikes to safely coexist while our cycling infrastructure investments catch up.

Several education initiatives have been undertaken this term.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

We should tie the funding level to the percentage of trips that are by bike, and increase our funding for bicycle infrastructure until it reaches at least 2.5% as soon as possible.

One of my major campaign issues is making budget decisions much more transparent, and pushing for priorities of constituents (including cycling and other active means of transport) in the budget. This will allow us to put in place more safe cycling infrastructure without having to wait for major road reconstruction, and will allow us to prioritize where such cycle routes are actually most needed.

Safe cycling infrastructure should not be an afterthought driven by the need to replace sewers. Instead, we need to devote actual resources to cycling infrastructure if we really are serious about increasing the modal share. This means implementing the Ottawa Cycling Plan with real funding. It is not enough for a Councillor to just commute by bike. I have always commuted by

bike and transit, but I promise also to do the hard work as Councillor to ensure safe cycling throughout Ottawa.

2018 Achievements

While I absolutely support putting more resources into cycling infrastructure, the 2% tax cap has put a hard limit on any area of spending. That's not to say that no spending has been accomplished. The Flora bridge is a very important piece of infrastructure and multiple expenditures are planned in this ward.

The biggest infrastructure in the city is accomplished with federal and provincial dollars, and the end of the cap-and-trade-funded provincial commuter cycling program will constrain our ability to accomplish more. As with anything else there is always a gap between the available revenues and the projects we need to build.

In the next term of Council, I will continue to advocate for greater levels of spending on cycling infrastructure as a critical investment in sustainability.

DAVID CHERNUSHENKO, WARD 17 CAPITAL

What is the next important bicycle infrastructure project for your ward?

2014 Policy & 2018 Achievements

1. The Glebe Bikeway project *Completed. Some modifications are needed to the two-way lane on Glebe Avenue between Bronson and Percy.*
2. O'Connor North-South segregated lane project *Completed. Improvements to prevent puddling are needed. Lines will require regular painting.*
3. Fifth-Clegg pedestrian and bike bridge *Nearly completed -- 5 years ahead of the Transportation Master Plan schedule!*

What measures should be implemented to ensure the safety of all road users?

2014 Policy

Reducing speed on almost all roads where mixed traffic exists, most notably on arterials that are shared by bikes and a reduction to 40kph in all residential areas.

Ongoing education of all road users about the legitimate place of cycling as a transportation option, what they can do as cyclists and drivers to improve road safety and basic skills for beginner adult and children cyclists. Continued construction of appropriate infrastructure for cycling.

2018 Achievements

Main Street conversion as a complete street is done and open, but some education and tweaks to certain spots are needed. Numerous traffic calming measures have been implemented, ranging from speed boards, to flex posts to speed changes. A community-wide implementation of the 40kph limit in residential areas is imminent. Unabashed use of photo radar is now needed to address pinch point problems where the infrastructure cannot be replaced in the short-medium term, such as the Bank Street Bridge over the Rideau

Canal. Six safer crossings of Colonel By Drive and Queen Elizabeth Drive are now in place. Another is coming soon at Seneca. An underpass at Billings Bridge is half complete.

The third phase of the O-Train Pathway is now complete. The Western Rideau River Pathway is nearly complete, pending construction work completion at Greystone Village.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

No answer

2018

Will support in next term.

STEPHEN BLAIS, WARD 19 CUMBERLAND

What is the next important bicycle infrastructure project for your ward?

2014 Policy

The most important cycling project in Cumberland ward is what I am calling the Trans Orleans Pathway. This dedicated and 100% segregated multiuse pathway will connect Trim Road in the east with Navan Road in the west. It will be built along the Cumberland Transitway corridor and provide an excellent opportunity for cyclists and pedestrians alike to enjoy the fresh air and truly connect Orleans from one end to the next.

2018 Achievements

This was built and opened last year. It was featured in the Ottawa Citizen here:<https://ottawacitizen.com/news/local-news/orleans-cumberland-to-be-linked-by-new-bike-walking-paths>

What measures should be implemented to ensure the safety of all road users?

2014 Policy

Road Safety has been a top priority of mine since coming into office. We have undertaken a number of education campaigns including my Slow Down Campaign. As part of **Slow Down!**, we measured traffic volumes and speeds on some of the busiest streets in Cumberland Ward. Based on the results we implemented a number of measures ranging from enhance police enforcement to road paint modifications, signage and traffic calming measures. You may have seen these traffic calming measures in the centre line of some streets in our ward - particularly in front of schools and parks.

We have also undertaken measures to enhance the safety of pedestrians by completely rebuilding and extending the sidewalk along Trim Road in Navan and through the Rockdale Road renewal project which is about get underway. Both shoulders on Rockdale will be paved and widened and a concrete rumble strip will be installed to create a segregated area for pedestrians and cyclists.

2018 Achievements

This was all completed. Furthermore we've paved shoulders to create a complete connection between Cumberland Village and Orleans. We've also added sidewalks to mature neighbourhoods and invested to measures to help reduce the speed of traffic. Nearly a dozen

PXO (pedestrian crossovers) have been installed in Cumberland Ward to ensure pedestrians have the right of way.

We are also installing a dedicated left turn arrow and lane from Tenth Line onto Vanguard to improve the safety of this highly used intersection.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

On any budget item before I submit it I ask several questions. Is this enough money? Too much or not enough? Where are the funds coming from? Is there something more pressing that these funds could be used for? How does this impact taxes and fees? These are just some of the questions I ask myself and others before making any financial decision. I certainly look at every proposal with an open mind.

2018 Achievements

I have and will continue to have an open mind during the budget process and take a pragmatic approach. The easiest promise is to say yes to something very specific like a number and then come up with an excuse as to why that number can't be achieved. I'll always ensure there is a broad view of the budget and that I am supporting projects that provide the services citizens want.

SCOTT MOFFATT, WARD 21 RIDEAU-GOULBOURN

What is the next important bicycle infrastructure project for your ward?

2014 Policy

Finding a safe crossing for cyclists, pedestrians and wheelchairs over the Rideau Canal in Manotick as an alternative to Bridge Street. The preferable solution would be making the dam at Watson's Mill accessible.

2018 Achievements

We did exactly what I said. We invested more money into roads ensuring more roads were resurfaced and those identified for paved shoulders were done. We have more in our area on that list in the coming years as well.

What measures should be implemented to ensure the safety of all road users?

2014 Policy

In the rural area, the key is paved shoulders. As we resurface roads that are identified as preferred cycling routes, we need to ensure we pave the shoulders as well providing safe space for cyclists.

2018 Achievements

We did exactly what I said. We invested more money into roads ensuring more roads were resurfaced and those identified for paved shoulders were done. We have more in our area on that list in the coming years as well.

Would you support increasing the proportion of the transportation budget spent on bicycle infrastructure to 2.5% to more equitably represent the current ridership?

2014 Policy

I have supported cycling infrastructure projects in my first term, such as the Laurier Avenue SBL and various complete street projects, such as Scott Street and Churchill Street. At this point, however, I think it is premature to speak to spending unless I know what the impact of increasing that spending was. For instance, in Rideau-Goulbourn, we need more money on infrastructure renewal so I wouldn't be in favour of reducing that budget in favour of increasing the cycling projects budget. However, the more roads we resurface in the rural area, the greater the likelihood of paved shoulders on busy roads.

2018 Achievements

We invested more money into roads ensuring more roads were resurfaced and those identified for paved shoulders were done. We have more in our area on that list in the coming years as well.