

## **Executive Summary**

Both the City of Ottawa and the City of Kingston have outlined in their official plans that, as part of their desire to become more sustainable, they will both aim to support cycling such that it becomes a viable option in their residents' daily transportation decisions. This report outlines the various benefits cycling has for both the individual user, as well as the municipality.

Those benefits include health benefits, cost savings, and social equity.

Despite this, cycling has been slow to catch on in Canada as it has in some European countries where cycling has reached levels of nearly 30% modal share, this is in part due to the more auto-centric development that

Canadian cities have been built on and some of the practical issues that are present with cycling in Canada, for example weather and storage. However,

cycling over the last 15 years has been steadily increasing in popularity

across the country, including both study areas. The purpose, then, of this

report is to evaluate the strength of the policies and commitment of both the

City of Ottawa and the City of Kingston to supporting cycling within their

respective municipalities.

A Plan comparison was undertaken to evaluate the two municipalities. In

order to evaluate the municipalities policies from the City of Kingston's

Transportation Master Plan (2004) and the City of Ottawa's Cycling Plan

(2008) have been organized into 7 measures based on the work of Pucher and Buehler (2008), which are:

- 1- Bike Paths and Lanes
- 2- Traffic Calming
- 3- Intersection Modifications
- 4- Bike Parking
- 5- Integration with Public Transportation
- 6- Training and Education
- 7- Traffic Laws

To evaluate the strength of the policies, the language used in the policy was measured. For example, policies that contained words like *will implement*, *will ensure*, or *will require* received a score of '2', policies which contained words like *will consider*, *where feasible*, or *whenever possible* received a score of '1'. If there were no policies for a specific measure, then a single score of '0' was awarded. The scores were then calculated in a two step process. The first step was to sum the scores assigned within each of the measures resulting in an indication of the commitment of the municipality toward that measure. The second step was to standardize the scores in order to compare the two municipalities. Standardized scores closer to '0' indicated that few policies were presented in the plan, a score closer to '5'

indicated that the policies presented in the plan were 'weak' and a score closer to '10' indicated that the policies presented were 'strong'.

What was found was that in both cases, the municipalities were lacking in some key policy areas. In addition, the two municipalities often qualified their policies with terms such as '*where feasible*' and '*whenever possible*' which provided the municipality the ability to withdraw from their commitment to a specific policy.

Ultimately, both municipalities have begun to put considerable effort toward supporting cycling as a viable transportation option. However, both municipalities have a long way to go in creating the comprehensive policy framework necessary to achieve the goals set out in their Official Plans.

The report concludes with the presentation of several recommendations to both municipalities that can help improve their plans and increase the strength and commitment to supporting cycling.