

## Multiple Users – Active Transportation

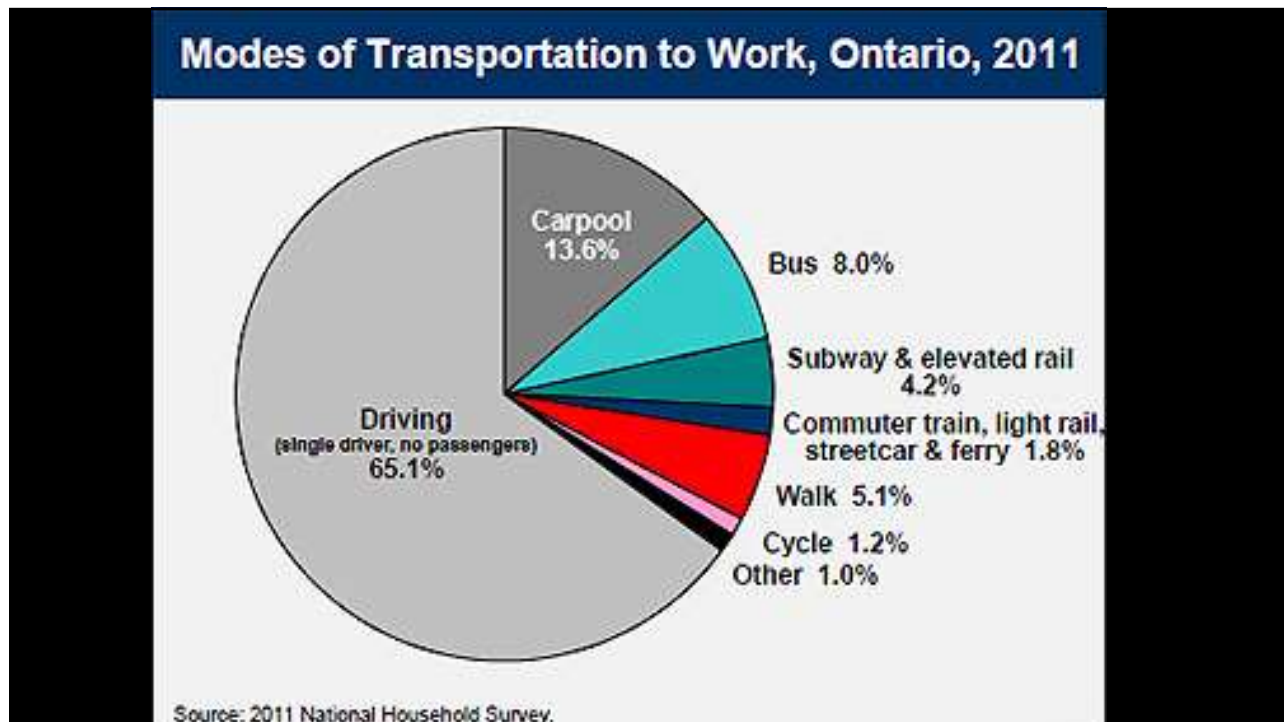


Ontario Good Roads Association  
Managing Winter Operations Workshop  
October 19, 2017

## Active transport is...

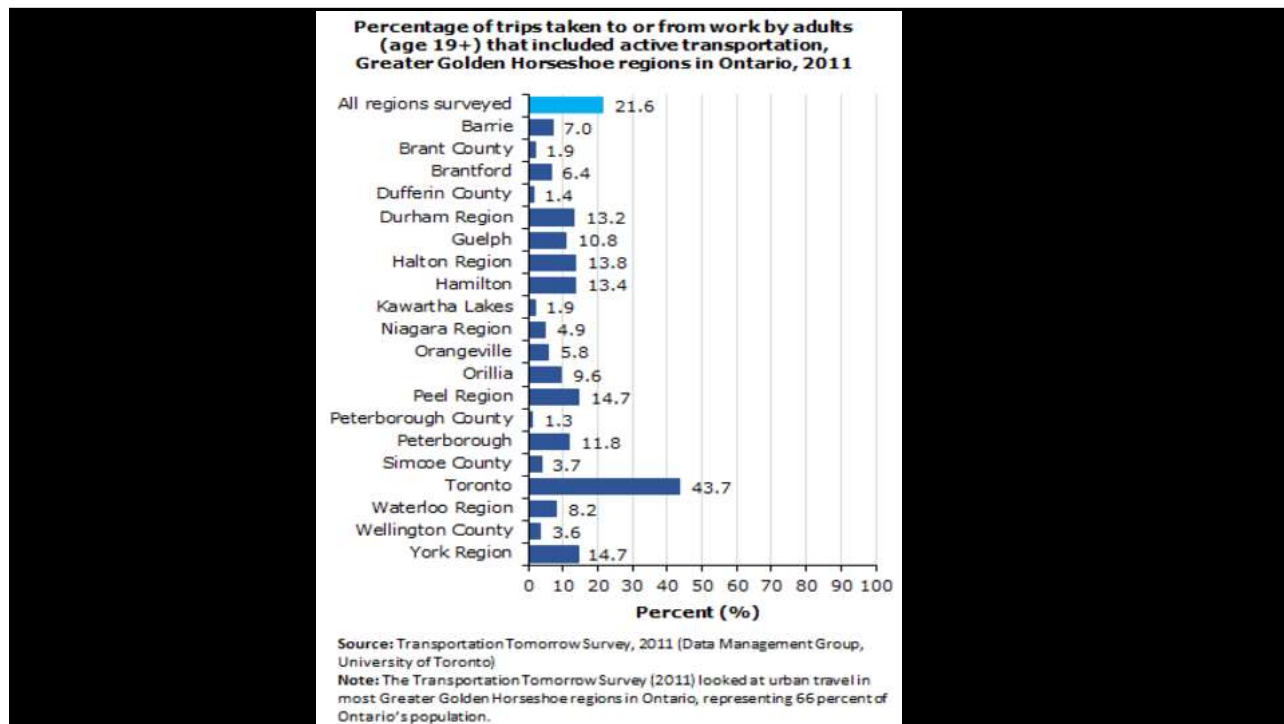
Any form of human-powered transportation, which includes:

- ▶ People with mobility devices
- ▶ Walking
- ▶ Cycling
- ▶ Skateboarding
- ▶ In-line skating



## Active Transportation Master Plan (ATMP) – Goals

- ▶ Population is anticipated to reach 729,000 by 2031.
- ▶ Growth is both compact and largely concentrated in existing built-up areas.
- ▶ Ensuring that the health and social benefits of an active lifestyle direct transportation planning and design decisions.
- ▶ Getting around by active modes will be a large part of the transportation solution.



## Next Steps

- ▶ Doubling current 300km network over the next ten years.
- ▶ Working with area municipalities and other partners to develop network priorities and funding options for future consideration by Regional Council

## Statistics

63% of Canadians believe there is a need for further investment in cycling infrastructure in their community.

Source. Canadian Automobile Association 2017

## Statistics

44% of Canadians say they would cycle more if they felt safer cycling on roads.

Source. Canadian Automobile Association 2017

## Facility Types

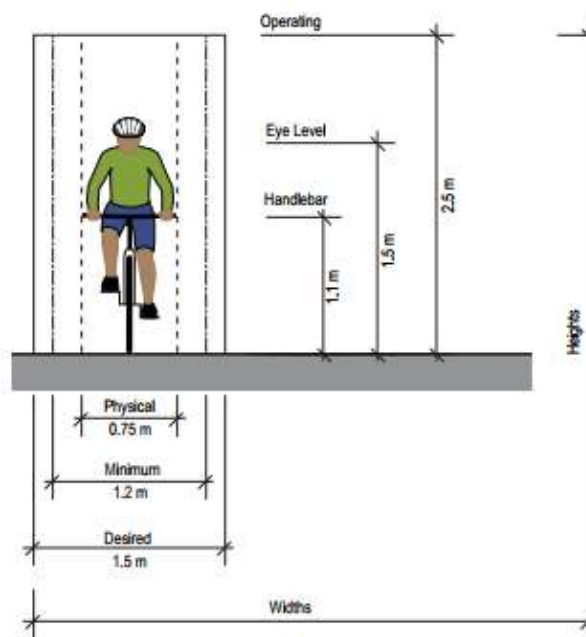
### On Road

- ▶ Shared roadway with signage
- ▶ Paved shoulder with signage
- ▶ Conventional
- ▶ Separated
- ▶ Raised
- ▶ Bicycle only road

### In Boulevard

- ▶ Raised Cycle Track
- ▶ Multi use path

Figure 2.2 – Cyclist Operating Space





**Figure 2.4 – Paved Shoulder – Dufferin County**



Note: The paved shoulder is adjacent to the vehicular travel lane and provides cyclists with a riding space further away from motor vehicle traffic.

Credit: MMM, 2009

**Figure 2.3 – Shared Roadway with Sharrows**



Note: Sharrows are intended to indicate to both motorists and cyclists the appropriate line of travel for cyclists.

Credit: New River Valley Bicycle Association, 2011

**Figure 2.5 – Conventional Bicycle Lane,  
Milton Trails**



Note: Sufficient space should be provided to mitigate conflict between cyclists and opening car doors on streets where on-street parking is permitted

Credit: MMM

**Figure 2.6 – Separated Bicycle Lane**



Note: Separation restricts the encroachment of motorized traffic, and is perceived to create a more secure and comfortable environment for cyclists.

Credit: SF.streetblog.org, 2009 (left photo)

Credit: City of Vancouver (right photo)

**Figure 2.7 – Raised Cycle Track in Toronto**

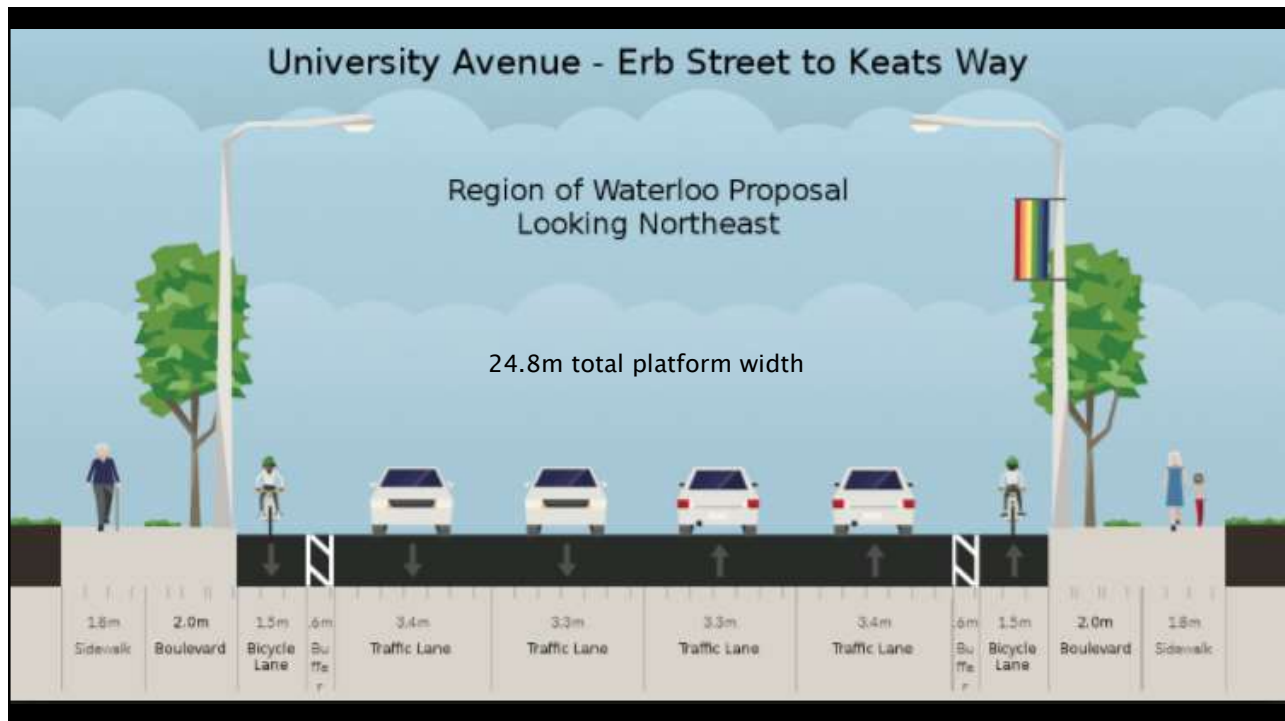


Note: A raised cycle track is typically implemented on high volume urban arterial or collector roadways with high bicycle traffic volumes

Credit: MMM, 2013



## Winter Maintenance – Are you Ready







## Urban Planning & Design Considerations

- ▶ Level of user comfort
- ▶ Curbside waste collection
- ▶ Driveway access
- ▶ Parking
- ▶ Drainage
- ▶ Transit stops
- ▶ Access to utilities
- ▶ Emergency vehicle access

## Maintenance Considerations

- ▶ Winter only routes
- ▶ Type of delineator or separator
- ▶ Width of lane
- ▶ Evolving maintenance standards
- ▶ STORAGE





Sherbourne St - Toronto



Laurier Ave W - Ottawa

## Cost Factors

- ▶ Systems are expanding at a rapid pace
- ▶ Maintenance budgets are not keeping pace

## Start Planning Now

- ▶ Involvement with planning / design / construction
- ▶ Know what you are getting
- ▶ Do you have the right equipment
- ▶ Are you aware of the winter maintenance standards

# Contact

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