

ACTIVE TRANSPORTATION SUMMIT

Active Transportation in Small Urban and Rural Communities – Bicycles

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- When creating or expanding existing trails, consideration should be given to:
- Trail surface – stone, paved or a combination of both?
- Who are the other users of your trail e.g. pedestrians?
- Will you allow motorized bicycles, scooters?
- Will your trail be open all year?
 - If yes, will the trails be cleared of snow/ice?
 - On what basis? How will you set your policies?
 - Cost vs the benefits?

- Setting policies and procedures - Maintenance, Inspection and expansion programs.
- Maintenance & Inspection:
 - How often?
 - Who will be completing the inspections – staff, volunteers, combination thereof?
 - If you are considering using volunteers, what is your responsibility to your volunteers, what should be taken into consideration?
 - Will staff be implementing a tree management/inspection program?
- Expansion:
 - Design of new trail – how does it flow with existing trail?
 - Do you need access to private property? If yes, you will need an easement agreement.

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- Bicycles on Roadways:
 - If your roadways do not have official bike lanes; and
 - You are aware that the stretch of road is commonly used as a transportation route; and
 - Whether or not you are advertising the route as a bike lane;
 - It will not reduce your liability in the event of a loss.

Shoulders:

- The shoulder of the road is built with the understanding that a vehicle or other forms of transportation may need to move onto the shoulder of the road e.g. ATV.
- The same applies to bicycles - a bicycle should be able to safely transition from the roadway onto the shoulder.

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- New Maintenance Standards (Minimum Maintenance Standards)
 - Definitions:
 - “Bicycle facility” includes, but is not limited to the various on-road and in-boulevard cycling facilities listed in Section 2.3 and its subsections of Book 18 of the Ontario Traffic Manual.
 - “Conventional bicycle lane” means a portion of a roadway which has been designated by pavement markings and signage for the preferential or exclusive use of cyclists; “roadway” has the same meaning as in Subsection 1 (1) of the Highway Traffic Act.
 - “Separated bicycle lane” means a portion of a roadway which has been designated for the exclusive use of cyclists by signage along with a physical or marked buffer.

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- New Maintenance Standards (Minimum Maintenance Standards)
 - Clearing of Snow and Ice based on the road classification and corresponding snow accumulation.
 - For the purposes of addressing snow accumulation on a bicycle lane it includes, but is not limited to -
 - a) plowing the bicycle lane;
 - b) salting the bicycle lane;
 - c) the application of other chemical or organic agents to the bicycle lane;
 - d) applying abrasive materials to the bicycle lane;
 - e) sweeping the bicycle lane; or
 - f) any combination of the methods described in clauses (a), (b), (c), (d) or (e).

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- New Maintenance Standards (Minimum Maintenance Standards).
 - When a municipality declares a significant weather event under this Regulation, all bicycle facilities within the limits of any highway within the municipality including, but not limited to separated and conventional bicycle lanes, are deemed to be in a state of repair in respect of any snow accumulation present, until the applicable time under the Table to this section expires following the end of the declared weather emergency.

THANK YOU

CONTACT



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