

Appendix A – Cycling Facility Definitions

Multi-use Trails are separated facilities that are shared by pedestrians (including people using motorized assistive-mobility devices), cyclists, and people using other non-motorized modes (skateboards, rollerblading, etc.). They are bidirectional and can be treated with a marked centreline to delineate the space. Example of a multi-use trails in Burlington is the Centennial Trail.

Multi-use Paths are similar to multi-use trails. The defining difference is that multi-use paths are built within the road right-of-way.

Protected Bikeway includes protected on-road bike lanes and raised cycle tracks. The reason behind this is both facilities provide a physical separation and are the appropriate facility choice on roads that have higher speeds, number of lanes, and traffic volumes. Protected on-road bike lanes can include a variety of physical separation treatments, including a parking lane, flexible delineator posts, pinned parking curbs, planter boxes, concrete barrier curbs, or other physical separation materials. Raised cycle tracks provide physical separation by having the bikeway above the grade of the roadway. They are commonly at the same grade as sidewalks, but separation treatment is necessary to distinguish the bikeway from the sidewalk.

Painted Bike Lanes can be buffered or unbuffered treatment. The buffered treatment designates a visual area to separate the bicycle lane from the vehicle lane beyond a single painted line. Buffered painted bike lanes are considered more comfortable with the wider visual separation on faster roads with higher traffic volumes compared to unbuffered bike lanes. Painted bike lanes indicate space for the exclusive use of cyclists.

Local Street Bikeway is a shared roadway treatment that is beyond a signed route treatment. Local street bikeways are located on local roads that have design improvements to slow and divert automobile traffic and prioritize bicycle traffic. Cycling is considered more attractive on these roads because of slow motor vehicle speeds and low vehicle volumes.

Shared Use Lane is a general-purpose lane with sufficient width to accommodate the automobiles and cyclists.

Grade Separated Connectors are a low stress facility to be used to connect two sides of an otherwise challenging or impassable barrier, such as a highway, railways, and waterbodies. Grade separated connectors must be connected to other cycling facilities on either end. These crossings should be placed strategically to facilitate a highly used, direct crossing, especially where low stress on road facilities may be challenging to implement.

Appendix A – Cycling Facility Photos

