

APPENDIX H
Glossary of Active Transportation Facility Terms

Glossary of Terms

Bicycle Commuter Route

These include roadways that are major arterial thoroughfares, have high traffic volumes, high speeds or higher truck traffic. They generally represent streets that provide the most direct connections across the city. Although more experienced cyclists are generally the only ones to venture on to these roads, it is recommended that motorists be reminded that they should share the road with cyclists. Designated *Bicycle Commuter Routes* use “Share the Road” signage.



Bicycle Facilities

The definition of bicycle facility provided by the *Community Cycling Manual* (Canadian Institute of Planners (CIP), 2004) “any facility designed to assist cyclists. It includes any physical construction – such as parking racks, roads construction with bike lanes or signage.” As described in *The Technical Handbook of Bikeway Design* (Vélo Québec, 1992) bicycle facilities include bikeways, parking areas, signage and related facilities (e.g. rest areas).

Bicycle Lane

Bike lanes are lanes intended for the exclusive use of bicycles within a roadway also serving other vehicular traffic. They are separated from adjacent travel lanes for motor vehicles by either a painted line or by some more positive delineators such as buttons, tubular posts or bollards. However, raised physical barriers are generally avoided for reasons of safety, street maintenance considerations, and traffic turning conflicts. Bike lanes are usually limited to one-way travel, in the same direction as the adjacent traffic flow. Where parking is permitted, the bike lane is usually between the parking lane and the through traffic lane. (TAC, 1999)

In some instances bicycles share a designated lane with other specified vehicles such as in a Bike/Bus lane (Diamond lane).

Types of Bicycle Lanes:

- a) A delineated bicycle lane - is indicated by a painted stripe, texturing or colouring.
- b) A protected bicycle lane - is separated from the traffic by a physical barrier.
- c) Shoulder Bikeway - *see definition below*
- d) Raised Pavement Bicycle Lane - *see definition below*

Other categories of bicycle lanes refer to flow of traffic within the lane:

- e) Unidirectional lane - follows the direction of movement of motor vehicles.
- f) Bi-directional lane – allows two-way travel in a lane adjacent to traffic
- g) Contraflow bike lane, which is allows bicycle travel in the opposite direction to the flow of traffic. It can be used to allow two-way bicycle travel on a one-way street. - *see definition below*

Bicycle Parking

A bicycle can be parked anywhere using a kickstand or by leaning it against a wall. To protect bicycles from being inadvertently knocked over, or stolen, cyclists usually prefer to lock their bicycle to something. Bicycles can be locked to trees or street furniture such as signposts. In most instances installing equipment specifically designed for bicycle parking is preferred. Various designs and options are available for bicycle parking facilities.

Bicycle Racks:	<ul style="list-style-type: none">• Post• Inverted U• Wall rack• High-density rack• Other
Bike Lockers:	<ul style="list-style-type: none">• Lockers made with wire or mesh (do not keep bike out of sight from thieves or protected from the elements.• Lockers with plastic or metal walls that keep the bike out of sight and protect it from the elements

Source: Technical Handbook of Bikeway Design, Vélo Québec, 2003

Bicycle Path

Is a separated bikeway from which all motorized traffic is always excluded. There are three subcategories. *Bicycle Only Paths* are paths designated for the exclusive use of bicycles. They are generally designed for higher speed and longer distance travel. *Multi-use recreational pathways* are paths provided for joint use by two or more non-motorized recreation activities including pedestrians. *Informal trails* are often found on public land along riverbanks and railway tracks. Some recreation activities can be restricted from some or all pathways. They are generally designed for slower speed traffic.

Bicycle Only Paths

These are separate paths for cyclists. In urban parks they are usually constructed parallel to a footpath and are open to various types of wheeled vehicles (bicycles, in-line skates, scooters, wheelchairs) (Vélo Québec, 2003).

Bicycle Route

Are those shared roadways that have been designated as such by signage. Designated Bicycle Routes are primarily for recreational purposes but can also be used to provide an alternative route to streets with heavier traffic. Vélo Québec (2003) considers roadways that are signed as bicycle routes to be “Designated shared roadways”.



A bicycle route is any road so identified by signs. Often no specific bicycle facilities are in place but often traffic calming devices have been installed. Also bicycle routes may give bicycles priority in certain traffic situations. A Bicycle route is signed because it provides continuity with other cycling facilities

or because it is a preferred route through a busy corridor. (CIP, 2004)

Bicycle Trail

Is an undeveloped path suitable for use by all-terrain bicycles but not necessarily suitable for use by “road bicycles”.

Bikeways

Include bicycle routes, bicycle lanes, and bicycle paths. The *Geometric Design Guide for Canadian Roads* (Transportation Association of Canada (TAC), 1999) includes a fourth category called “shoulder bikeways”. This is treated as a subcategory of bike lane, as identified by Vélo Québec (2003).

Bus-Bike Racks

Bike racks attached to a bus allow cyclists to commute part of the way by bike, board a bus, and take their bicycle with them. The *Technical Handbook of Bikeway Design* (2003) says that the most popular model is mounted to the front of the bus and holds two bikes and adapts to all types and sizes of frames. This allows the bus driver keep the cyclist in their view when they load and unload their bicycles from the bike rack.

Choke points

Places where the roadway narrows and motorists and cyclists share a tight space. These usually occur when crossing bridges and overpasses or passing through underpasses

Contraflow Bike Lane

Is one in which the bicycle travel is opposite to the flow of traffic. It can be used to allow two-way bicycle travel on a one-way street. A bike lane would be constructed on the left-hand side of the street, opposite the flow of motor vehicle traffic. Design criteria are the same as for conventional bike lanes (Vélo Québec, 2003).

Designated Shared Roadways

The Technical Handbook for Bikeway Design (Vélo Québec, 2003) explains that a designated shared roadway one that is officially recognised as a bikeway. It consists of guide signs that indicate the proposed route for cyclists; and special signage to make motorists aware of the presence of cyclists. This is what the Canadian Institute of Planners (2004) refers to as a “Bicycle Route” in their *Community Cycling Manual*.

Facilities for Small Wheels

Are facilities that are appropriate for skateboarding, roller skates, in-line skates and scooters. Small Wheels users are usually restricted to hard surface pathways. As the wheel size increases, so does the ability use a greater variety of paths with different surface types, for example wheel chairs, walkers and wagons can also manoeuvre limestone or finely crushed gravel paths or well mowed trails.

Ground Truthing

Verifying information through actual site visits. This can be done for existing information or new potential sites for future development. Date of verification along with any changes noted should be recorded with the information for future reference.

Indoor Walkways

Are a type of facility that allow pedestrians to go from place to place without having to go outdoors. They include skywalks that link two buildings, sometimes crossing over roads, as well as underground walkways that allow people to pass below the street between buildings. Indoor walkways are particularly useful in places with extreme climates.

Informal Trails

Informal trails come into existence through use, turning into dirt trails, trampled grass or packed snow. They are often cut by people walking, cycling or cross-country skiing /snow shoeing along the same route.

Markings

Pavement markings are a significant element for traffic regulation on bikeways. Pavement markings are used to define messages in the form of words and symbols, designating bicycle lanes, lane usage etc. In most cases, pavement markings supplement signage. As with signage, pavement markings should be uniform, easily recognised and understood. (Canadian Institute of Planners, 2004)

Vélo Québec (2003) does not recommend the use of pavement markings on multi-use paths:

... because they reinforce the roadway aspect of the trail to the detriment of pedestrians and other users who travel more slowly the cyclists. For the benefit of both cyclist and pedestrians on very wide and popular paths, the footpath can be delimited by markings (lane lines). These markings will have greater meaning for users if they extend or connect sections where cyclists and pedestrians travel on separate paths.

Multi-Use Paths

Depending on the season, location and type of surfacing, these trails are used for a variety of purposes, such as cycling, walking, in-line skating, horseback riding, cross-country skiing, snowshoeing, and snowmobiling. (Vélo Québec, 2003)

“Other” Bicycle Facilities

In the 1993 study these were referred to as “non pavement facilities”, is a broad category, which includes anything except physical changes to the road surface. Examples are signage of the road to encourage use by cyclists, inclusion on mapping, modifications to signalization or stop signs, and placement of temporary or permanent barriers to restrict access by motorized vehicles. Restricted roadways and bicycle route signage are two examples of other bicycle facilities currently implemented in the City of Winnipeg.

Parkway System

The City of Winnipeg's Parkway system follows the riverbanks along the Assiniboine and Red Rivers. The riverbanks were divided into 16 sections. Each section, or "unit" of riverbank could be developed separately and function independently from the other sections of riverbank as a "self-contained" riverbank parkway. This would ensure that, as each section of parkway becomes fully operational, the public could derive recreational leisure benefits during the interim period.

Pedestrian Facilities

These include sidewalks and on-street facilities; walkways and trails; curb ramps; traffic calming and control devices; crosswalks; grade separations (such as underpasses and overpasses); wide shoulders in rural areas; furnishings that create a pedestrian friendly atmosphere (such as benches and landscaping); and other technology design features and strategies intended to encourage pedestrian travel (such as traffic calming devices including traffic circles, speed humps), planting strips, shelters, public art, and lighting (Washington State Policy Plan, 1994)

Raised Pavement Bicycle Lane

The Danish have a special form of bicycle lane, referred to as a "cycle track" in the design guide put forth by the Roads Directorate in 2000. These raised pavement lanes flow in the same direction as traffic and are established along roads with large volumes of motor vehicle traffic and/or high speeds. It is a tiered system that separates the bicycle lane ever so slightly from the roadway and sidewalk.

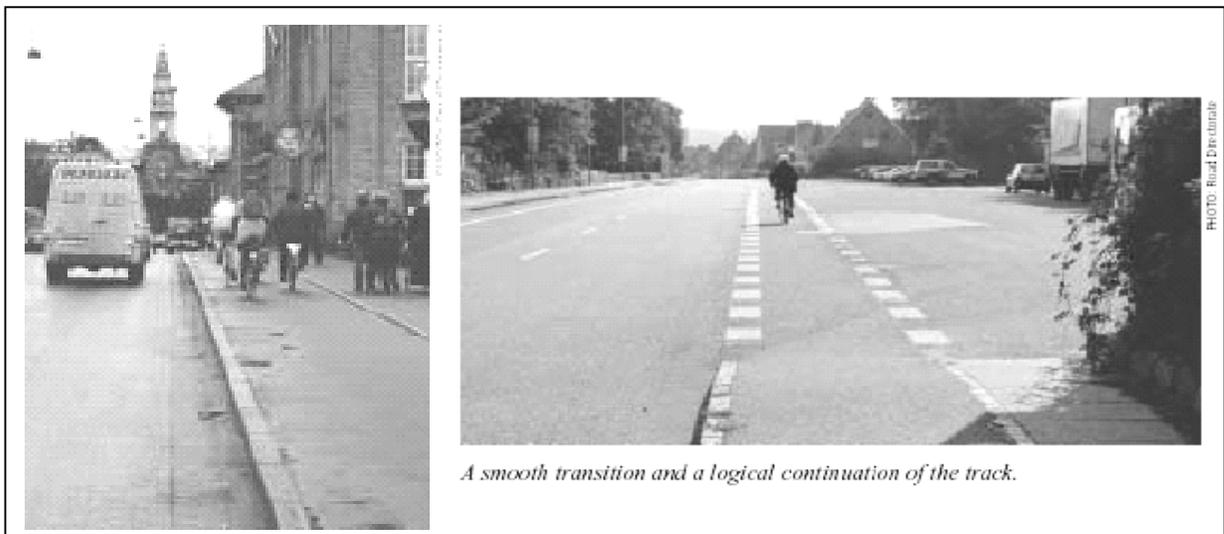


Figure H-1 - Example of a Danish Raised Pavement Bicycle Lane (Cycle Track) and its continuation into a non-raised bicycle lane. (Source: Road Directorate, 2000)

Restricted Roadway

A form of bikeway where the roadway is closed to most motor vehicle traffic but open to bicycles and other types of non-motorized use. Selective closures of roadways may occur, such as the Sunday closures of streets (e.g. Wellington Crescent during the summer months). Selective road closures are also used on commuting routes in some

urban centres to restrict private cars in favour of buses, bicycles and other designated vehicles. (e.g. Graham Avenue Mall)

Shared Roadway

All roadways must be considered shared roadways. Cyclists may use all streets within the city, given their designation as a vehicle under the Highway Traffic Act. Most roadways do not have specific facilities. The Transportation Association of Canada describes a shared roadway as follows:

Bicycles share the roadway with other vehicles, usually on the right side portion of the travel lane. On a shared roadway, the shared travel lane could be a normal travel lane (standard width or wider than a normal travel lane (wide curb lane). As motor vehicle traffic volumes and speeds, and truck traffic increase, the width of the travel lane should be widened in order to permit motorists and cyclists to pass without changing lanes. Both motor vehicle traffic and bicycle traffic on a shared lane travel in the same direction. The presence of a bikeway is usually indicated by road signs or specific pavement markings. (Transportation Association of Canada (TAC), 1999)

In the Technical Handbook for Bikeway Design, Vélo Québec (2003) specifies that “a shared roadway is a street or road shared by cyclists and motorists when vehicle traffic is not too heavy” and it often does not have any special features, since paved roadways are suitable for bicycle traffic.

Shoulder Bikeways

Whether considered a subset of Bicycle lanes or a category on its own shoulder bikeways are defined as:

...a smooth paved shoulder on a roadway. The shoulders provide a suitable area for cycling, with few conflicts with fast moving motor vehicle traffic. Bicycle traffic is always one-way in the same direction as the adjacent outside travel lane. (TAC, 1999)

Shy Zone

They are delineated markings on the road surface, keeping motor vehicles a little further from the curb usually on bridges, underpasses and overpasses. In some instances they provide cyclist with some extra space to travel over bridges and underpasses, they are not officially considered bicycle lanes, and should not be treated as such.

Signage

In the various Bicycle Facility design guidelines three categories of signage generally emerge (CIP, 2004; Drdul, 2004; Vélo Québec, 2003; TAC, 1999). They are

- i. Regulatory Signs – indicate a regulation (obligation or restriction) that applies to users of the road. See Figure 3.1-1 in the body of the report.

- ii. Warning Signs - are used to indicate a danger that is significant or difficult to see. *Share the Road* and *Bicycle Crossing* signs are used to remind motorists of the presence of cyclists on the road. See Figure 3.1-2 in the body of the report.
- iii. Guide and Information Signs – provide direction and information for cyclists. They can indicate bicycle routes, routes to major destinations, parking locations. See figure 3.1-3 in the body of the report.

The Canadian Institute of Planners (2004) has a fourth category of signs, classified as “Other Signs”, which are usually temporary signs used to indicate things like roadwork. To this Vélo Québec (2003) also adds "Tourist Facility Signs", which they recommend be smaller versions for bicycle paths, of the tourist facility signs on roads.

Walkway

A pedestrian facility, whether in the public right-of-way or on private property, which is provided for the benefit and use of the public. (Portland Pedestrian Design Guide, 1998)

a) Sidewalk - An improved facility intended to provide for pedestrian movement; usually, but not always, located in the public right-of-way adjacent to a roadway. Typically constructed of concrete. Portland Pedestrian Design Guide (1998)

b) Pathway- A pedestrian walkway other than a standard sidewalk.

i) Off-Street Path - Paths and trails in areas not served by the street system, such as parks and greenbelt corridors. Off-street paths are intended to serve both recreational uses and other trips, and may accommodate other non-motorized travel modes in addition to walking.

ii) Connector Pathway - A walkway, trail, stair or other pedestrian facility not situated along a street. This may occur as a pathway within a public right-of-way where no street has been built, in a public walkway easement on private property, or as a path in a park or other open space.

iii) Alternative Pathway - A design for a pedestrian facility along a roadway that is an alternative to an urban standard sidewalk with curb. (*Portland Pedestrian Design Guide*, 1998)

e.g. Widened Shoulder Pathways - A pedestrian facility provided immediately adjacent to the roadway (Portland Pedestrian Design Guide, 1998). This is similar to the shoulder bikeway.

Widened Curb Lane

Widened Curb lanes allow motor vehicles and cyclists to share a lane, ideally providing motorists and cyclists with enough room to pass each other without having to change lanes. The proposed design criteria for a widened curb lane was 4.3 metres. Curb lanes can be widened by:

- a) Re-striping the road surface and narrowing the inside travel lanes and widening the curb lane, which is a relatively inexpensive way to create cycling friendly streets. A difficulty with repainting lane widths occurs when the painted lines do not coincide with the lines in the physical road structure, which sometimes makes it confusing for motorists.
- b) Physical road construction by narrowing the median, boulevard or sidewalk area. This is a more costly undertaking and is typically linked with capital works projects.