

Your Guide to Cycling Treatments



Multi-Use Pathway

Physically separated path that is shared between cyclists and pedestrians. Separation between cyclists and pedestrians may be delineated with pavement markings, surface texture, and/or signage.



Cycle Track

A cycle track is a bike lane which is physically separated from traffic lanes, parking lanes and sidewalks by a barrier such as a curb, median, tubular posts, bollards or a combination of these elements. Cycle tracks can be either one-way or two-way, and on one or both sides of a street.



Bike Lane

Bike lanes are dedicated road space for cyclists. They are separated by a painted dividing line and identified by signs and pavement markings.



Diamond Lane

Diamond lanes are reserved lanes that are shared between buses and cyclists. They are designated by double divided white lines, diamond patterns painted on the roadway and signage.



Sharrows

Sharrows are designated shared roadways that are signed and marked with a sharrow road marking, consisting of a double chevron and bicycle painted on the street. Sharrows can be designated on roads with wider curb lanes to indicate lanes are shared between cyclists and motorists side by side as well as down the centre of a narrow lane to indicate that the lane is to be shared single file.



Mixed Roadway - With Signage

Normal traffic lanes of standard width where cyclists share the roadway with other vehicles and are indicated with signs such as: "Bike Route", "Share the Road" and/or "Watch for Cyclists".

Bicycle Boulevard

A bicycle boulevard is a shared roadway, which has been optimized for bicycle traffic. In contrast with other shared roadways, bicycle boulevards discourage cut-through motor vehicle traffic, but typically allow local motor vehicle traffic. They are designed to give priority to cyclists as through-going traffic.

The purpose of a bicycle boulevard is to improve bicycle safety and circulation by having or creating one or more of the following conditions:

- Low traffic volumes;
- Discouragement of non-local motor vehicle traffic;
- Free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible;
- Traffic control to help bicycles cross major arterial roads; and
- A distinctive look and/or ambiance such that cyclists become aware of the existence of the bike boulevard and motorists are alerted that the roadway is a priority route for bicyclists.

Bicycle boulevards are often located on residential streets and are designated with signage and pavement markings. They incorporate several different traffic-calming measures, and crossing aids as well as bicycle infrastructure such as bike lanes.



Traffic-Calming Measures

Traffic-calming is a technique to reduce vehicle speeds and/or volumes in residential areas. Following are several different traffic-calming tools and crossing aids:

Speed Humps: Speed humps are rounded raised features placed across the roadway and used on residential streets as a traffic calming measure to slow travel speeds.



Forced Right Turn: Forced right turns are raised medians that block through movements and left turns at an intersection.



Curb Extension (Curb Bump Outs): A mid-block or intersection widening of the boulevard, which narrows the travel lane(s). Curb extensions may be used in conjunction with pedestrian crosswalks.



Roundabout: A roundabout is a form of traffic control in which traffic enters a one-way stream of traffic around a central island. Vehicles entering the roundabout yield to those vehicles already in the roundabout prior to completing left, thru or right movements thru the intersection.



Mini-Roundabout: Mini-roundabouts exist at smaller, residential intersections to avoid the use of signals, or stop signs. Mini-roundabouts often consist of mountable curbs to allow for passage of large vehicles such as fire trucks and moving vans. Mini-roundabouts work in the same way as larger roundabouts in terms of right of way.

Crossing Aids

Crossing aids are measures at intersections to provide a safe and easy crossing for cyclists and pedestrians. Following are different types of crossing aids:

Pedestrian Corridor: Cyclists dismount to operate light-controlled crossing corridors. Dismounted cyclists and pedestrians press a button to activate the crossing lights that stop oncoming traffic.



Cyclist-Priority Signal: Cyclist-priority signals reserve a phase exclusively for cyclists by giving them priority at the beginning of the cycle so they can enter the intersection safely.



Bike Boxes: Bike boxes are advanced stop lines for vehicles that allow cyclists to pull in front of vehicles at a red light. Bike boxes often consist of a coloured area with a white bicycle symbol inside. Bike boxes allow cyclists to position themselves ahead of stopped vehicles where they are most visible to the driver, which can help prevent collisions especially with vehicles turning right and cyclists continuing straight. Bike boxes can also be used across several lanes to allow cyclists to gain proper position to make left turns at intersections.



Median Refuge: Median refuges are raised islands in the centre of the roadway where cyclists or pedestrians can stop to wait for traffic to clear while crossing the road. This measure reduces the crossing distance, enhances pedestrian safety and allows cyclists and pedestrians to concentrate on watching traffic from one direction at a time.



"Copenhagen Left" ("jug-handle turn" or "two-stage left"): A "Copenhagen Left" allows cyclists to make safe left-turn movements from the right hand side of the road. The left turn movement is accomplished by making a right turn into the intersecting street and waiting in front of the stopped traffic. The cyclist proceeds straight across the intersection on the green light. This movement can also be facilitated through a boulevard cut-out where there is no intersecting street, providing a refuge for cyclists to wait outside of the normal flow of cyclists in the bike lane or cycle track.



Contact us

8th floor, 136 Market Avenue Winnipeg, MB Canada R3B 0P4
Telephone: 204.927.3456 Fax: 204.927.3443 www.marrcc.com Email: info@marrcc.com