



From Trails to Roads – Safety for All Users

A presentation to the
Connecting the Community & Economy with Trails
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by

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Topics for this presentation

- Walkable Communities
- Complete Streets
- Cycling and ORV's



Walkable Communities

- Some points to consider:
 - Perceived safety and security of the route
 - Comfort and Convenience
- Complete streets is a term often used in conjunction with walkable communities

Complete Streets

- A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities is not an afterthought, but an integral planning feature



Benefits of Complete Streets

- A Complete Streets approach seeks to design a transportation network that will:
 - serve the land uses adjacent to the street, integrating mobility as a means, not an end;
 - encourage people to travel by walking, cycling, and transit;
 - provide transportation options for people of all ages, physical abilities, and income levels;
 - enhance the safety and security of streets, from both a traffic and personal perspective;
 - improve people's health;
 - create liveable neighbourhoods;
 - reduce greenhouse gas emissions and other air pollutants;
 - reduce energy consumption;
 - promote the economic well-being of both businesses and residents;
 - increase civic space and encourage social interaction;
 - promote alternative streetscapes

How do I create a Complete Street

- A Complete Streets policy for your municipality is not conceived in isolation. Input from many stakeholders may be required
- Ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists.

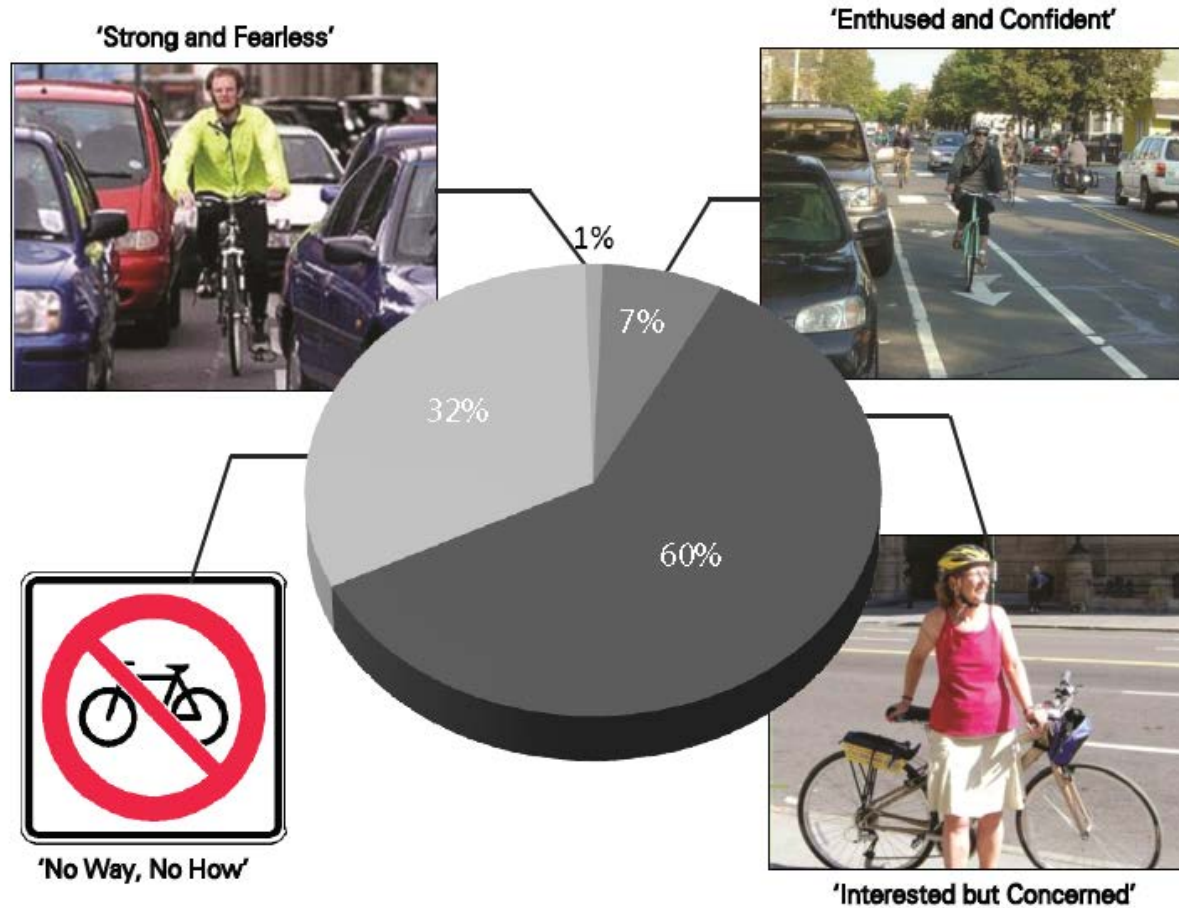


Cycling and ORV's

- If Complete Streets aren't in the foreseeable future for your municipality:
 - Municipalities are being requested to provide and/or improve cycling facilities and/or allow Off Road Vehicles on municipal roads so cyclists and ORV riders can travel from trails to support local restaurants, hotels and other businesses



Bike Lanes



Bike lane networks should

- Provide connectivity with:
 - key points of origin and destination within the community
 - other modes of transportation (transit)
 - points of interest
 - tourism options
- In planning the network are support facilities going to be provided such as:
 - Bicycle parking
 - Rest areas
 - End of trip facilities

Bike lane networks should also

- Be selected and designed using a number of criteria which includes:
 - Roadside environment
 - Vehicle operating speed
 - Average daily traffic volume
- Be appropriately signed



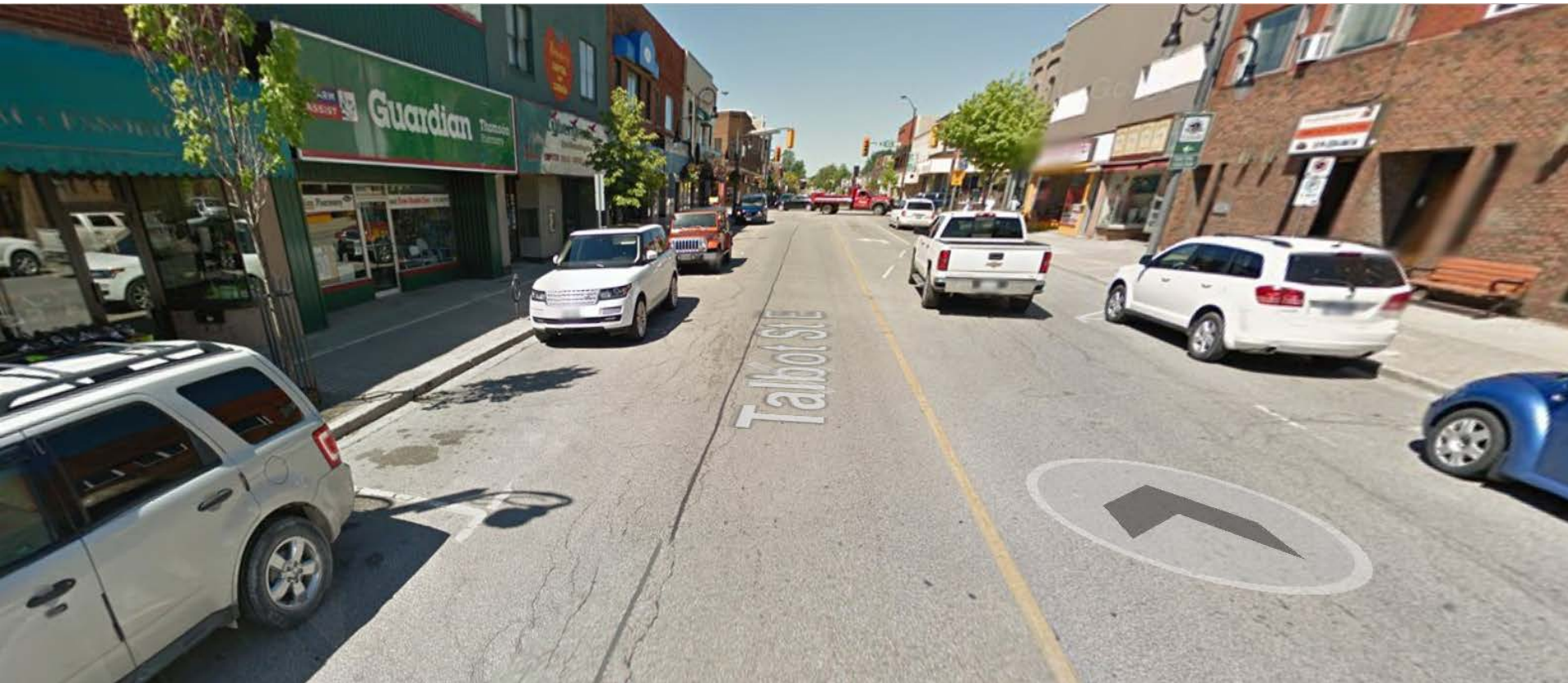
Off Road Vehicles

- ORV's are prohibited from travelling on a municipal road if a bylaw has not been passed.
- To pass a bylaw, a municipality must decide which roads can be used by ORV's, the maximum speed at which an ORV can travel, the time of day and season of the year when they are permitted.

Passing the bylaw

- Before passing a bylaw, each highway being considered for ORV use should be field reviewed from the point of view of a driver that has never been on this road before and/or who may not be an experienced driver.

A Road Review – what to look for?



Road Review continued

- The review should also look at:
 - The surface condition of the road being considered for bike lanes or ORV's
 - The geometry, forward visibility restrictions (vertical curves, bridge abutments, etc.) and traffic volume of the road being considered
 - Are there expectancy violations such as:
 - Features that an unfamiliar driver might find unusual or surprising

Always think Risk Management





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