

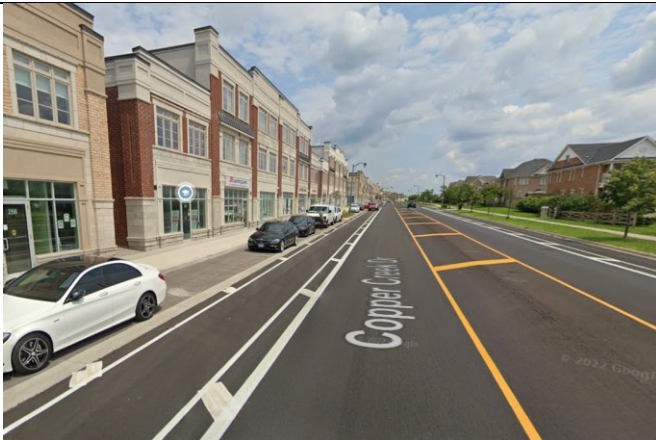
Attachment 'B': Examples of Separated Cycling Facilities



Source: Google Map Link: [2 Steelcase Rd W - Google Maps](#)

Bike Lanes

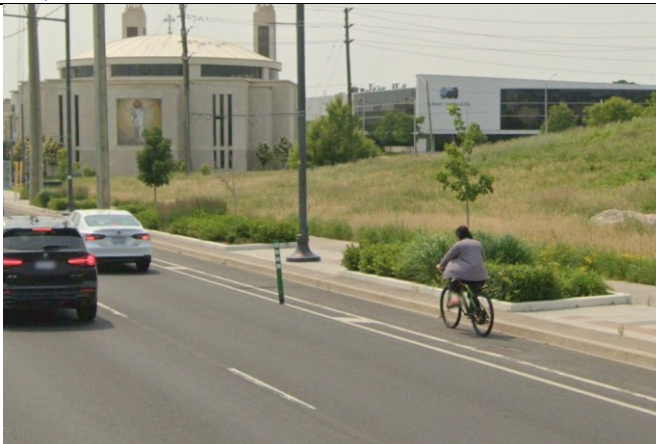
Bike lanes consist of on-road lanes on an urban roadway delineated by a pavement marking lane line and designated for use exclusively by cyclists through regulatory reserved bike lane signage.



Source: Google Map Link: [264 Copper Creek Dr - Google Maps](#)

Buffered Bike Lanes

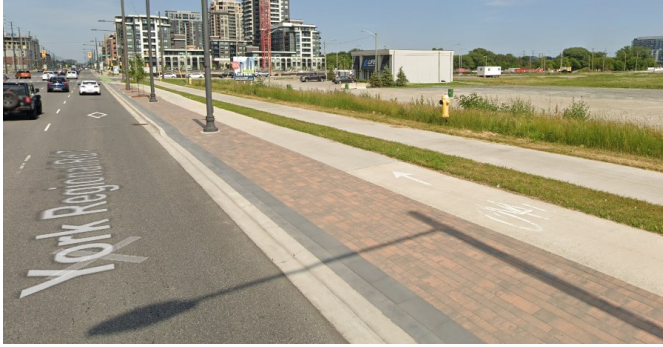
A bike lane (see above) with a painted "buffer" area. These painted lines with hatching help to create additional clearance between the bicycle lane and adjacent travel lane, or between bike lanes and on-street parking.



Source: Google Map Link: [Hwy 7 - Google Maps](#)

Protected Bike Lanes

An on-road bike lane separated from the adjacent travel lane via some physical element – e.g. a painted "buffer" area with bollards, planter or parking stops, a poured concrete curb, or parked cars. Protected bike lanes are typically (but not always) implemented in a retrofit condition without extensive midblock civil work.



Google Map Link:
<https://maps.app.goo.gl/1StZ35qbCLKWHyqYA>

Cycle Tracks

Cycle tracks provide space for cyclists behind the roadway curb, typically at sidewalk level or midheight between sidewalk and road level. Cycle tracks may be implemented as retrofit facilities through boulevard reconstruction but are more commonly implemented through new road construction/reconstruction projects.



Google Map Link:
<https://maps.app.goo.gl/gCkYEoDkTXyK2VF8>

Multi-use Paths

Multi-use paths are facilities shared by pedestrians and cyclists that operate two-way. Within the City of Markham, these are typically concrete facilities with widths of 3.0-4.0m. Cyclists and pedestrians share space along these facilities.