

Appendix B

Policies and Practices for Maintaining Cycling Facilities in Winter – Major North American Cities

City	Avg. Min. Temp. in Winter Months (Degree C)	Total Snowfall in Winter Months (cm)	Practices that support Winter Cycling	Convert Bike lanes for other use in Winter?
New York City New York	2 to 9	64	<ul style="list-style-type: none"> • New York City has a policy to clear dedicated cycling facilities same time with plowing of general traffic lanes. • Generally, 3.35 metre wide cycling corridor is maintained for all facilities in winter. • Department of Sanitation clears cycling facilities at the same time when traffic lanes are plowed. However, some cycling facilities along emergency routes are cleared before the traffic lanes are plowed after snowfall. 	No
Chicago Illinois	0 to -9	97	<ul style="list-style-type: none"> • Objective is to plow bike lanes within 24 hours of a snow event. • Priorities for winter maintenance change based on locations of protected bike lanes: Zone 1 (downtown), Zone 2 (immediately outside downtown) and Zone 3 (periphery) • Flexible posts are kept in Zone 1 and lanes are plowed and salted by sidewalk plows. In other zones standard plows remove snow from bike lanes. • No on-street parking allowed after a major snow event to allow easier clearing of parking protected bike lanes. 	No
Washington D.C.	5 to -2	37	<ul style="list-style-type: none"> • During snow events, protected bike lanes (located curbside) are cleared after general motor vehicle travel lanes are cleared usually six to 24 hours after the general motor vehicle 	No

			<p>travel lanes.</p> <ul style="list-style-type: none"> • The unprotected bike lanes, between general motor vehicle travel lanes and curbside parking lanes, are cleared at the same time when traffic lanes are plowed • Further detail: https://ddot.dc.gov/page/clearing-snow-bike-lanes 	
Minneapolis Minnesota	-3 to -14	137	<ul style="list-style-type: none"> • Non-peak bike season and tourism promotion doesn't hibernate. • Bike Paths are cleared by 7am for the commuter cyclists. • Due to lower traffic volumes than vehicle lanes, it's harder to get bare pavement standard. • Funds from Traffic Tickets are directed to projects that support walking and cycling. 	No
Montreal Quebec	-2 to -14	230	<ul style="list-style-type: none"> • City of Montreal adopted a winter maintenance policy in 2013 which includes prioritizing cycling network in winter, adopting service standards and maintenance techniques and identifying design requirements for winter networks. • As part of the winter maintenance policy, City of Montreal decided to build and maintain more permanent cycle tracks, establish priorities and service standards for cycling facilities, assign oversight of winter maintenance to a single agency and make information on winter maintenance available to cyclists. • The City of Montreal has had a policy since 2005 where all new cycle tracks are to remain year-round and are increasingly converting existing seasonal cycle tracks to those that are open year-round. 	<p>Yes (for some cycling facilities built by 2005)</p> <p>No (for any facilities built after 2005)</p>
Ottawa Ontario	-2 to -14	175	<ul style="list-style-type: none"> • The Ottawa Cycling Plan identified a 40 km long cycling network of cycling routes to be maintained to bare pavement throughout the year. • Focused within a 5 km radius of Ottawa's core area. 	No

Appendix B Cycling Safety in Temporary Conditions

			<ul style="list-style-type: none"> • 21 km of this network are already winter maintained in some form. • New Standard for On-Street Cycling Facilities include plowing following a 2.5 to 5.0 cm of accumulation. • Maintained winter cycling network to the same standard as the neighbouring sidewalk or vehicle travel lanes. • Complete maintenance within 24 hours following the completion of snow accumulation. 	
Calgary Alberta	-8 to -13	129	<ul style="list-style-type: none"> • The protected bike lanes network in the downtown area and some pathways are on the Priority One roads and are cleared of snow within 24 hours of the end of a snowfall. • Other roadways with marked on-street bike lanes are Priority Two routes and are cleared within 48 hours of the end of a snowfall event. • The City's pathway system is nearly 800 km in length, of that, up to 400 km are cleared of snow. • Criteria used to determine which pathways are snow-cleared include pathway use during winter, the steepness of the pathway and the safety of both citizens who use the pathway and crews who maintain it, whether the pathway is required for access to LRT stations, schools, business districts or recreation centres and whether the pathway connects to or is part of the primary cycling network 	No
Winnipeg Manitoba	-9 to -21	114	<ul style="list-style-type: none"> • The City of Winnipeg has a policy that cycling infrastructure will be maintained in good repair, would be operational in all seasons and a priority network for winter maintenance would be established. • Most of the cycling facilities and multi-use paths are cleared on a priority basis depending on the type of roads. • Regional roads are Priority 1 and any adjacent sidewalk or 	No

			<p>cycling facility is cleared as a Priority 1.</p> <ul style="list-style-type: none"> • A limited number of paths that fall under Parks designation are cleared. The Parks and Open Space Department have budget to maintain approximately 10% of paths. • The City is currently working with stakeholders to determine a winter priority network. 	
Hamilton Ontario	0 to -9	118	<ul style="list-style-type: none"> • Bike facilities are cleared as per the priority ranking of the street they are on, thus the service level for cyclists is equal to the roadway service level. • An exception to the above would be during heavy snowfalls, there may be insufficient space for off-road snow storage, thus the bike lane or wider curb lane may be temporarily used for snow storage. • Snow removal on cycle tracks and all hard surface multi-use trails immediately adjacent to roadways will be serviced like a sidewalk and will begin no more than 24 hours after the end of the storm. • Hard surface multi-use trails that do not run parallel to a roadway will receive snow clearing beginning no more than 48 hours after the end of a storm. Granular surface trails will not be cleared of snow. 	No