



Ontario Traffic Manual Book 18 – Cycling Facilities

If the improvement or expansion of cycling facilities is proposed for your municipality you need to review the changes in the June 2021 version of Book 18.

The new version is not an update, but a complete rewrite of the manual. The new manual requires the design engineer to consider all ages and abilities in the design and to focus on the “interested but concerned” group of individuals, being those people who would choose cycling as an alternative to their motor vehicle providing, they feel safe while riding their bicycle.

To quote the manual: “One of the key lessons learned over the past decade of cycling planning and design is that a majority of people of all ages are open to the idea of cycling but are unlikely to regularly ride a bicycle unless they have

access to a network of facilities that they feel comfortable using. This means that the full potential for cycling — to improve health, reduce emissions, alleviate congestion and support a vibrant and more equitable public realm — can only be achieved by implementing a network of facilities that provide a comfortable cycling condition for a wide range of users”.

Therefore, the focus of the new manual is to provide physically separated cycling facilities, along with new intersection and conflict area treatments. Shared roadway options are still included in the manual, but the thresholds for choosing between a separated facility and a shared facility have been lowered.

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