Posting Title: Multi Use Path (MUP) Bicycle Barrier

TCP #: 000-0055

Closing Date: January 4, 2022

Comment	Response
On Section 3, the 25 mm diameter drain hole at the bottom of the post is not going anywhere. A suggestion is to provide a small groove (10-12 mm) on top of the curb, crosswise, from center of the post to the inside face of curb.	The term “drain hole” for the cut-out in the base plate of Section 3 provided in the drawing may be misleading, but it is not intended to provide an in-service drainage function. The railing may be anodized which involves tank submersion of the assembled sections. The base plate drain hole as well as the 10mm circular drain holes in the rails are to prevent solution from getting trapped during anodizing. Other drainage holes for welding gases and potentially trapped water are provided elsewhere, but the railing is expected to be mostly sealed when installed. Performance will be evaluated in upcoming construction contracts and future revisions will be made if required.
In cases where sidewalks are included on an MTO overpass, a bike lane on the roadway (at street level- not sidewalk level) – the ‘high’ railing should still be specified given minimal extra cost, and the fact that may cyclists will ride on the sidewalk not roadway (even if a bike lane is provided).	Thank you for the comment. This comment does not directly relate to this technical consultation notice so a response will not be provided. The comment has been forwarded to the appropriate authority for consideration.
Future proofing: There may be spans that initially will not have raised sections for MUP’s bike tracks – but might have paved shoulders. The height of the barrier should be established to anticipate a future raised MUP. This should be evaluated on a case-by-case basis- just so it’s not missed causing a major future challenge when upgrades do happen (We can provide some examples of that related to MTO spans in Ottawa).	Thank you for the comment. This comment does not directly relate to this technical consultation notice so a response will not be provided. The comment has been forwarded to the appropriate authority for consideration.
Is the MTO also working on a standard for a crash barrier between traffic and AT (bikes/peds)? This is currently best practice for safe AT cross-sections on bridges-but brings up a number of important design details.	Thank you for the comment. This comment does not directly relate to this technical consultation notice so a response will not be provided. The comment has been forwarded to the appropriate authority for consideration.