

Rural Road

Safe, efficient vehicle movement through rural agricultural fabric



Introduction

A large part of York Region is served by Rural Roads, which play an important role for agricultural and goods movement. Rural Roads move through much of York Region's typical agricultural fabric. Traffic and goods movement dominate, though active transportation facilities may also be present where demand exists.

Key Design Opportunities and Challenges

Rural Roads prioritize vehicle movement for private vehicles, goods or agricultural uses. They are not porous and provide for an uninterrupted flow of traffic. They may be flanked by typical agricultural rural fabric or clusters of low density residential, industrial or other uses. As these are rural roadways, paved shoulders are used for cycling. Rural ditching and sediment control measures are also key stormwater management mechanisms along these roads.

Examples of Rural Roads



Davis Drive

Town of East Gwillimbury/Town of
Whitchurch-Stouffville



King Road

Township of King



Bloomington Road

Town of Aurora

Rural Road - Attributes

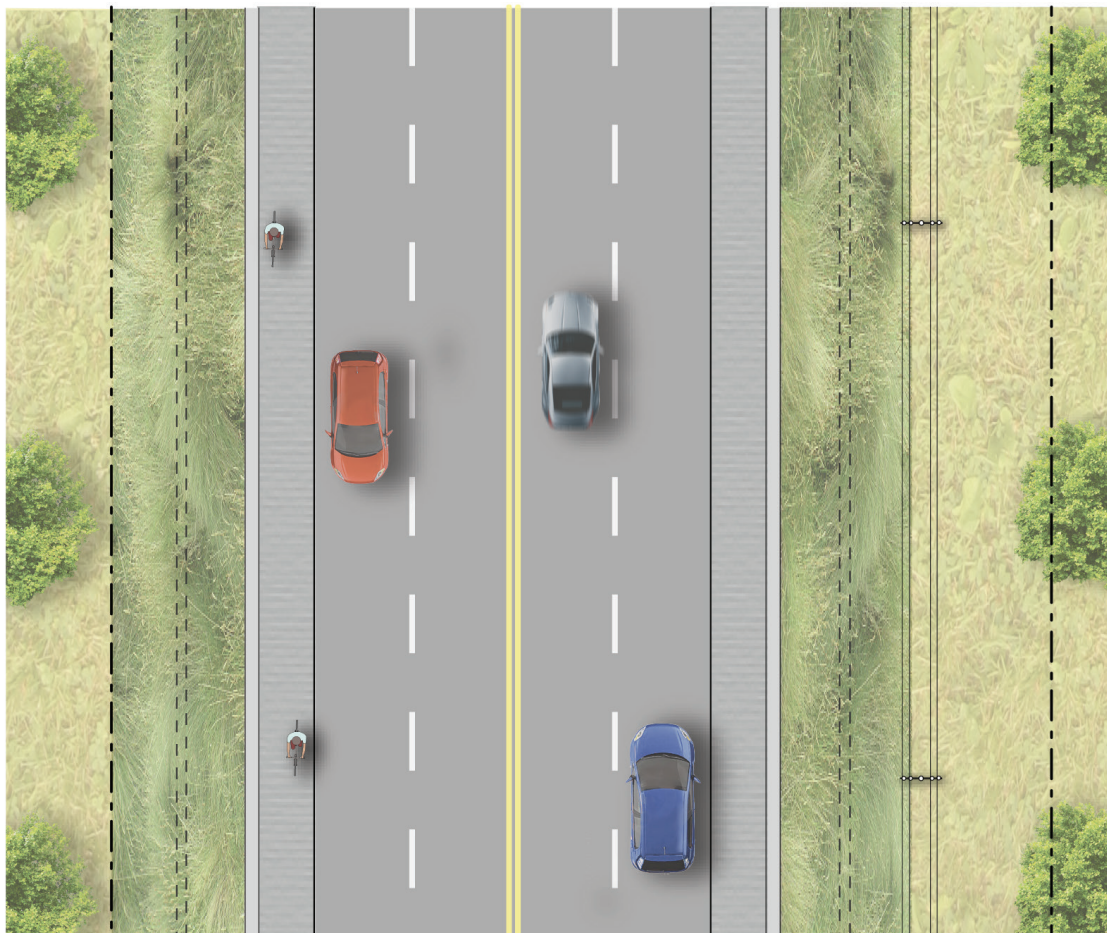
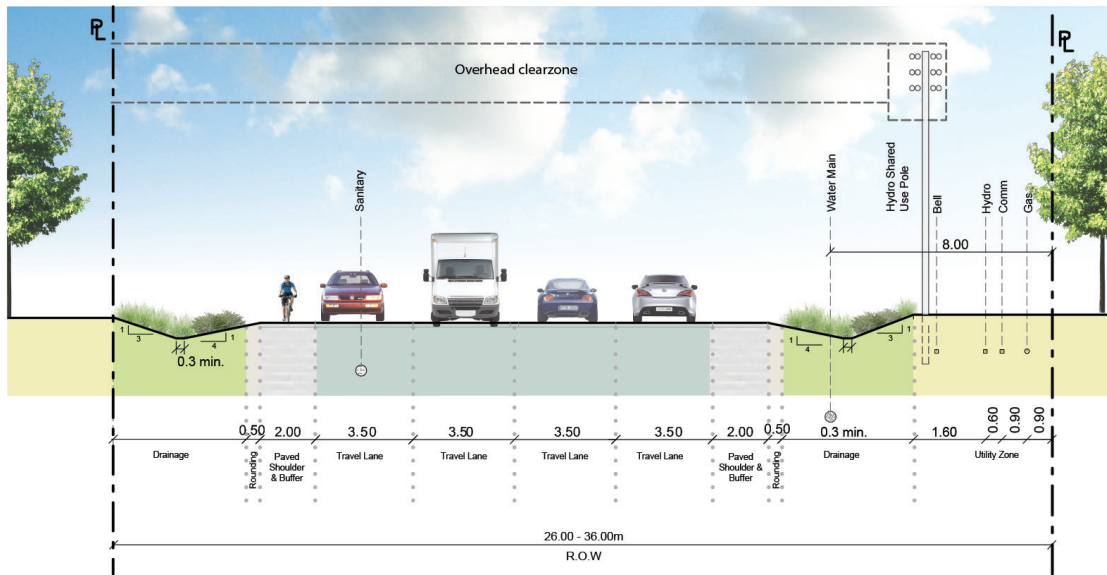
Urban Design Attributes

Land Use Designations	Agriculture, institutional, industrial, open space, commercial, residential
Land Use Context	Predominantly agriculture with clusters of low density residential, industrial clusters, institutional and commercial uses
Planned Building Scale and Orientation	Typical agricultural rural fabric. Variety of built form sizes, oriented to but set back from the street
Boulevard Treatment	Paved shoulder to support cycling. Multi-use path separated from street optional in higher demand areas
Soft Landscape Elements	Naturalized drainage swales, street trees where there are no existing trees adjacent to the roadway, green infrastructure

Operational Attributes

Right-of-Way Width Range	26-36m
Flow Characteristics	Uninterrupted flow except at signals, stop signs, roundabouts and controlled cross walks
Design Speed	80 - 90 km/h
Maximum No. of Lanes	Four lanes
Median	Optional painted median
Local Street Connectivity	Not porous
Access Management	Access control not necessary
Transit	Can accommodate transit in mixed traffic
Goods Movement Corridor	Primary goods movement corridor
Cycling Provisions	Paved shoulder with buffer, multi-use path optional
Crosswalks	Pedestrian crossings at signalized intersections
On-Street Parking	No
Minimum Intersection Spacing	300-350m
Utilities	Utility corridor provided for above ground hydro and below grade telecommunications, gas, storm, sanitary, to be placed at standard right-of-way offset locations
Stormwater Management Approach	Rural ditching and effective sediment control measures e.g. rock check dams etc. to be used. Integrate low-impact development approaches
Street lighting	Provided at intersection locations as required
HOV/Transit Priority	N/A

Rural Road - Sample Section



Please refer to the toolbox on pages 62 and 63 for additional details on boulevard and roadway elements and their measurements.