

4.3 Roadway Guidelines

Transit/High Occupancy Vehicle Lanes

Transit/HOV Lanes can help move more people more efficiently by allowing only multi-occupant vehicles in a designated lane. The lanes can be in effect during certain times on certain days (i.e. peak periods on weekdays) or 24/7 and can be limited to 2+ or 3+ occupants/vehicle. Benefits of implementing Transit/HOV Lanes include changing travel behaviour, maximizing people-moving capacity, improving transit operations, making efficient use of the Region's right-of-way, reducing vehicles on the road and reducing CO₂ emissions. HOV/Transit lanes form a complementary network to the Region's existing, planning and proposed rapid transit lanes.



Objectives

All proposed widenings of Regional roads should consider impacts to the community and property acquisition requirements and costs. If a widening is deemed necessary, a widening to six lanes should generally not be undertaken to accommodate all traffic, but rather to accommodate HOV lanes in order to encourage more efficient usage of the road and transit ridership. However, it may be necessary to allow all traffic in the short-term, with a clear understanding that over the longer term the curb lanes would be dedicated to HOV or transit exclusively. Consideration should also be given to implementing Transit/HOV lanes where they contribute to a larger network as opposed to isolated segments.

City Centre Street

Avenue

Main Street

Connector

Rural Road

Rural Hamlet Road

Guidelines

- Streetscaping features and the softspace is an important element for six lane widening projects to soften the wide hardscape
- Transit/HOV lanes should include pavement markings and signage indicating their designation
- Transit/HOV lanes should be in operation during peak times (Monday to Friday generally from 7 a.m. to 10 a.m. and from 3 p.m. to 7 p.m.) when the operational benefits are greatest. However, in the long-term, the Transit/HOV lanes could ultimately be dedicated exclusively to Transit/HOV without time restrictions once usage and demand levels warrant expanded hours of operation
- Transit/HOV lanes should be designated for 2+ or 3+ occupants/vehicle
- Exclusive right-turn lanes or bus bays should be limited where property restrictions exist on 6 lane widenings

Further Details

- [York Region Road Design Guidelines](#)



Transit/HOV lanes prioritize vehicles containing multiple persons

Vehicle Travel Lanes

City Centre Street
Avenue
Main Street

Connector
Rural Road
Rural Hamlet Road

Vehicle travel lanes provide for the safe and efficient movement of vehicles. The recommended number of travel lanes for the desired level of service varies by road typology.



Objectives

To minimize the amount of road surface and width of crosswalks and dedicate as much of the road allowance as possible to boulevard elements, the number of travel lanes should be reduced as much as possible without adversely impacting the mobility objectives and modal priorities for the corridor.

Guidelines

- Outside travel lanes (curb/shoulder lanes) may include on-street parking at non-peak periods (City Centre Street and Main Street)
- Curbs should be mountable and continuous across private entrances when pedestrian and cycling modes of travel exist on the boulevard
- Clearly distinguish between travel lanes and shoulders (when not used as on-road cycling facility) to discourage the use of the shoulder as a travel lane. This can include:
 - Pavement of contrasting colour and/or texture
 - Pavement edge striping - effective when the shoulder is partially paved with the same material as the through travel lane
 - Use of shoulders with a steeper cross-slope than the adjacent travel lane

Further Details

- [York Region Road Design Guidelines](#)



Consider an appropriate number of vehicle travel lanes to fit mobility goals for the corridor

Medians

Medians are placed between opposing traffic lanes and can be painted or raised. They serve a variety of functions and are generally used on wider roads with higher speeds of vehicle traffic where access control is desired.



Objectives

Medians may be used for safety and separation functions by acting as a barrier between opposing lanes of traffic. They also provide access control and reduce the risk of collisions due to turning traffic. In isolated cases, medians (with pedestrian push buttons) provide refuge for pedestrians when crossing multi-lane roadways at signalized crossings. Medians may also be used to locate infrastructure, such as traffic signals, signage and light standards, or for landscaping to create a sense of place or community character.

Guidelines

- Landscaped medians should have a 30m setback from the intersection stop bar to enable the provision of left-turn lanes at intersections and proper visibility
- Do not use medians on narrow rights-of-way where spatial and visual connection between opposite sides of the street is important
- Consider landscaped medians for special districts or important roads
- Landscape materials should have particular regard for survivability, salt tolerance and the need for consistency with landscaping on the

City Centre Street

Avenue

Main Street

Connector

Rural Road

Rural Hamlet Road

road edge and adjacent lands

- Consider planting trees in raised median along roadways with design speeds of 70 km/h and less
- Include proper tapers for approaching traffic (see OTM Book 11)
- Ensure medians designed for pedestrian refuge are fully accessible and *Accessibility for Ontarians with Disabilities Act* compliant and include appropriate signage, signals and surface textures (see OTM Book 6)
- Aim to provide continuity and avoid piecemeal arrangements to achieve full impact of median
- Medians should also account for two stage crossing where applicable to achieve a more optimized intersection operation and signal timing. Special consideration should also be given to medians greater than 1.5m to achieve the functionality and requirements of York Region Standard Drawing E-8.07 (e.g. flexible delineators) by incorporating other means in the streetscape design.
- First responders should be consulted as breaks in medians may be required for operations
- Medians at signalized intersections should be kept as narrow as possible to shorten pedestrian crossing distance

Further Details

- [OTM Book 6 & 11](#)
- [York Region Access Guidelines for Regional Roads](#)
- [York Region Road Design Guidelines](#)

On-Street Parking

City Centre Street

Avenue

Main Street

Connector

Rural Road

Rural Hamlet Road

On-street parking is generally provided adjacent to or in the curb lane.



Objectives

On-street parking facilitates the creation of a vital and active street and supports local retail and should be considered where a main street retail environment exists or is planned. On-street parking encourages walking and slows the speed of traffic, thereby improving safety for pedestrians and the visibility of shops. It can also be used as short-term loading space and it can serve as visitor parking on residential streets.



On-street parking calms traffic, encourages activity on the street and supports local retail

Guidelines

- Promote on-street parking on streets with land uses directly accessible from the roadway to promote retail and business uses and shield pedestrians from traffic
- Ensure pedestrians at crosswalks are easily seen by motorists. This can be accomplished by restricting parking adjacent to the crosswalk. This strategy can also be applied at transit stops
- Do not consider on-street parking on streets with a posted speed of over 50 km/h
- Consider metering on-street parking to promote short-term parking
- Refer to York Region Pedestrian and Cycling Planning & Design Guidelines for appropriate buffering and safety for cyclists in bicycle facilities
- Consultation shall take place prior to the construction or redevelopment of on-street parking as prescribed in O. Reg. 191/11
- On-street parking cannot be counted toward on-site parking requirements
- On-street parking should be no closer than 20 metres from a bus stops to allow for safe maneuvering of buses

Further Details

- [O. Reg. 191/11: Integrated Accessibility Standards](#)
- [York Region Pedestrian and Cycling Planning & Design Guidelines](#)
- [York Region Lay-By Parking Bylaw](#)