



2.1 OVERVIEW

The facility selection tool has been developed to assist decision-makers in selecting the appropriate facilities to accommodate pedestrians and cyclists on Regional roads. The tool is based on best practices and draws heavily on the following resources:

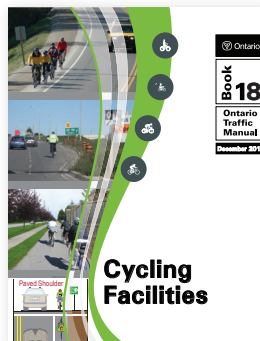


York Region's Designing Great Streets

This context-sensitive design manual identifies six road typologies to reflect the Region's aspirations for the future Regional road network to integrate planned land use and built form:

- City Centre Street
- Avenue
- Main Street
- Connector
- Rural Road
- Rural Hamlet Road

These road typologies form the basis of the pedestrian and cycling facility selection tool for Regional road construction/reconstruction projects.



Ontario Traffic Manual Book 18 – Cycling Facilities (December 2013)

This manual provides guidance on both the planning and design of cycling facilities in the Ontario context, including a bicycle facility type three-step selection process. The type of cycling facilities recommended for York Regional roads align with recommendations in OTM Book 18. The tool identified in this chapter customizes the OTM Book 18 selection process, taking into consideration the conditions anticipated along Regional roads.

Basic principles for selecting active transportation facilities:

| | | |
|--|--|--|
| Comfort depends on... | Safety depends on... | Efficiency is the time and effort to travel, influenced by... |
| <ul style="list-style-type: none">• Traffic volume• Traffic speed• Presence of heavy vehicles (buses and trucks)• For pedestrians on shared-use facilities, presence of cyclists• Surface materials• Streetscaping, trees & amenities | <ul style="list-style-type: none">• Traffic speed in conflict zones (where pedestrian, cyclists, and motorists paths overlap or intersect)• Visibility of users in conflict zones• Other hazards along the facility• Degree of separation between modes | <ul style="list-style-type: none">• Directness• Connectivity• Delays at intersections& crossings• Being able to overtake slower users |

Based on the principles noted above, Exhibit 2-1 presents general requirements for pedestrian and cycling facilities along typical Regional Roads. Recognizing that boulevard facilities (i.e. sidewalk and multi-use paths) currently fall under the jurisdiction of local municipalities, the design of specific corridors will be subject to municipal input.

Exhibit 2-1. General Requirements for Active Transportation facilities

| GENERAL REQUIREMENTS | | TYPES OF FACILITIES |
|------------------------------|---|--|
| Pedestrian facilities | <ul style="list-style-type: none">• Recommended on all urban Regional roads• Generally required on both sides of the road if there is development or transit service on both sides• Operate two-way• In the absence of sidewalks, pedestrians are permitted to walk on the shoulder of rural roads (facing the traffic is suggested) | <ul style="list-style-type: none">• Sidewalks• Multi-use paths• Paved shoulders |
| Cycling facilities | <ul style="list-style-type: none">• Recommended on all Regional roads (traffic volumes and speeds are too high for shared-use of travel lanes)• Regional roads generally operate two-way so cycling facilities are provided on both sides operating one-way in the same direction as traffic• Multi-use paths operate two-way | <ul style="list-style-type: none">• Bike lanes• Raised cycle tracks• In-boulevard cycle tracks• Multi-use paths• Paved shoulders |

The selection tool has been developed specifically to address the common scenarios encountered in York Region along Regional roads. As a result, this selection tool is not intended to address all possible conditions, but rather, to reflect the typical situations to be encountered by planners and designers within the regional context.

There are other additional active transportation facilities which may have applications on municipal roadways throughout York Region, including:

- Bi-directional bike lanes or cycle tracks
- Advisory bike lanes
- Bicycle boulevards
- Signed and marked routes

The absence of additional guidance on these facilities reflects the context of Regional roads, where there are anticipated to be few applications of these lower-order facilities. However, municipalities within York Region are encouraged to pursue a variety of facility types as context permits.