



4.1 OVERVIEW

This guideline presents design criteria for high-quality facilities for Regional corridors and regionally-significant trails. The preferred and minimum widths of facilities presented in this chapter generally meet or exceed widths presented in other professional guidelines. Regional roads generally carry high volumes (more than 10,000 vehicles a day), high speed traffic (typically more than 50 km/h) relative to pedestrian and cyclist speeds, and a mix of traffic including large buses and trucks. It is imperative that quality facilities are planned and designed along Regional roads that not only accommodate people who walk and bicycle today, but also are seen as comfortable, safe and efficient by potential new users of these facilities.

For each active transportation facility presented in Chapters 4.2 - 4.4, the dimensions shown represent surface facility widths. Additional operating space is required beyond the width of the facilities (refer to Exhibit 4-1). Detailed guidance on these lateral clearances is provided in Chapter 4.5, and must be considered in the facility planning and design process.

As noted in Section 3.1, boulevard facilities (i.e. sidewalk and multi-use paths) currently fall under the jurisdiction of local municipalities, so the design of specific corridors will be subject to municipal input.

Exhibit 4-1. Active Transportation Facility Surface Width & Clearances

