

## 4.4 MULTI-USE PATHS

Multi-use paths in the boulevard along Regional roads are designed to be shared by pedestrians, cyclists, and other forms of active transportation such as in-line skating, skateboarding, scootering, etc. Cyclists are the design user for these facilities (from a geometric perspective) since they are at the higher end of operating space and speed. Destinations accessed by Regional roads are typically found on both sides of the road. For these major corridors, multi-use paths are required on both sides of the road, otherwise cyclists will use the sidewalk, which they are generally prohibited from riding on, to get to their destination.

York Region has identified regionally-significant trails intended to support a wide range of active transportation. These multi-use paths are located in corridors that are independent from roadways, such as parks, conservation areas, abandoned or active railway corridors, hydro corridors, etc. As such, they are implemented in areas that have broader conditions to be considered during design, such as steep slopes, thick vegetation, sensitive resources, flooding, etc. Not all multi-use paths need to meet the requirements of this guideline; however, those intended to function as part of the overall active transportation network connecting to facilities on or along roads, are recommended to follow these guidelines.

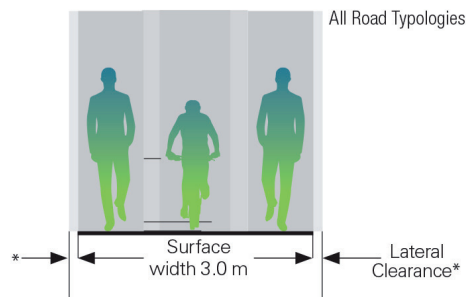




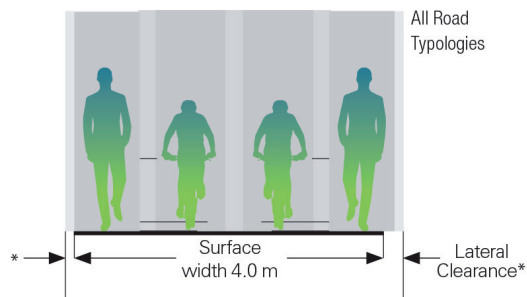
Minimum and preferred multi-use path widths are summarized in Exhibit 4-7. These will apply for both new construction and retrofit projects.

Exhibit 4-7. Minimum & Preferred Multi-use Path Widths

#### MINIMUM MULTI-USE PATH WIDTH



#### PREFERRED MULTI-USE PATH WIDTH



Despite the minimum widths noted above, an absolute constrained minimum of 2.4-2.7 m may be applied for short sections of path to avoid costly relocation of existing utility poles or widening of existing structures.

