

2.2 USING THE TOOL

The first step in the process is identifying whether the project is a retrofit or whether it is new construction / reconstruction.

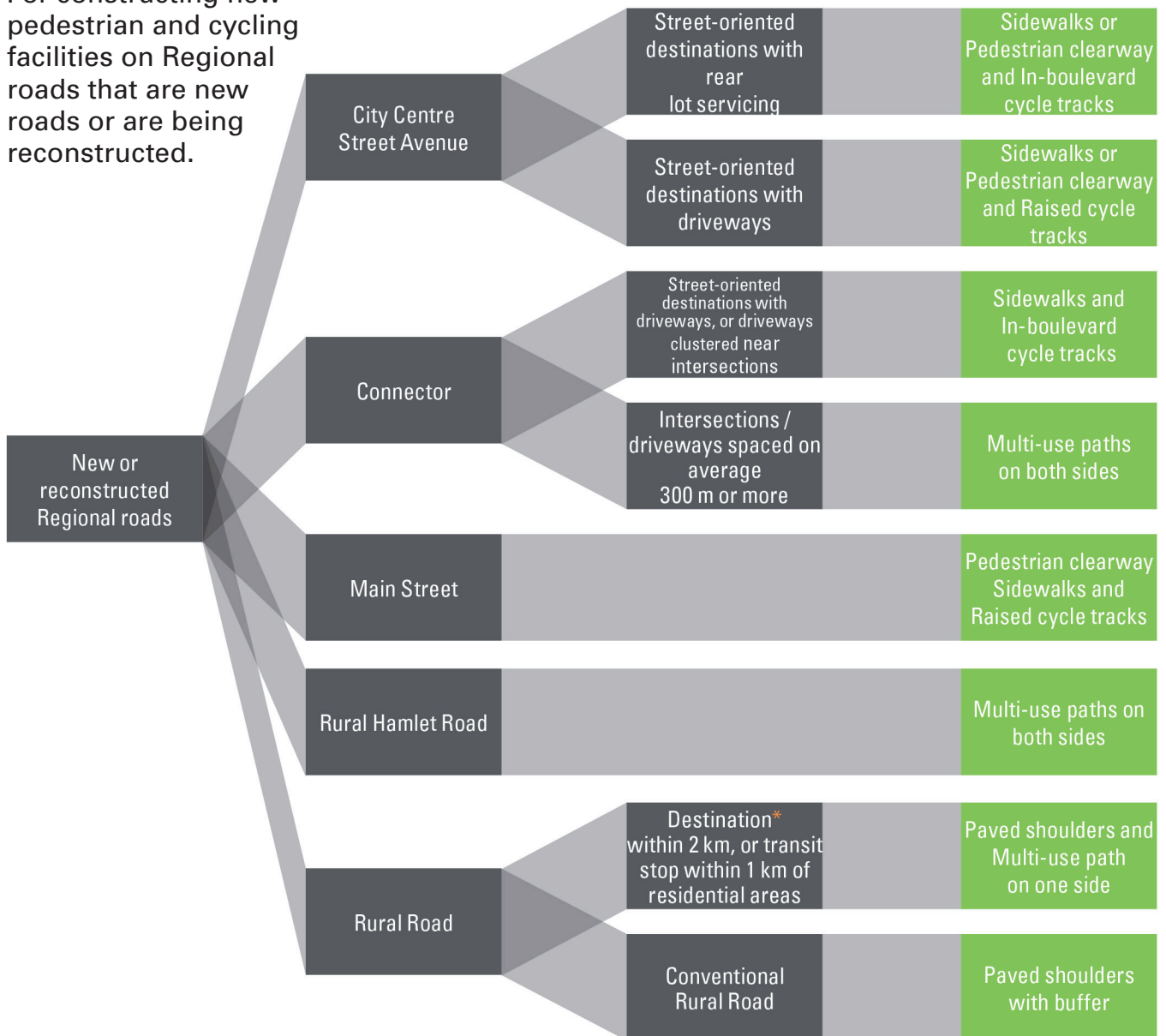
- A **road construction or reconstruction project** includes pedestrian and/or cycling facilities being built as part of a larger project to build a new Regional road or reconstruct an existing Regional road. A wider range of facilities can be considered. The selection tool is based on the Designing Great Streets Regional road typologies. The typologies reflect a wide variety of potential conditions, including indicating potential demand for active transportation facilities. As a result, these contextual factors are built into the facility selection tool.
- A **retrofit project** includes pedestrian and/or cycling facilities being added to an existing Regional road as a stand-alone project without major road construction taking place. These projects are often initiated in conjunction with road resurfacing projects. This type of implementation limits the types of facilities to those that fit within the boulevard and, do not affect the roadway pavement and curbs.

When applying the selection tool, the planning horizon should also be considered. Many corridors throughout York Region are rapidly evolving and selection of appropriate pedestrian and cycling facilities may be largely dependent on urbanization and transitioning land use. As a result, a **forward-looking** view of the corridor, which is consistent with the design parameters for the roadway itself and reflects surrounding land-use planning and built form, should be considered when applying the selection tool.

YORK REGION PEDESTRIAN AND CYCLING FACILITY SELECTION TOOL

DESIGNING GREAT STREETS: New Regional Roads or Regional Road Reconstructions with Pedestrian and Cycling Facilities

For constructing new pedestrian and cycling facilities on Regional roads that are new roads or are being reconstructed.

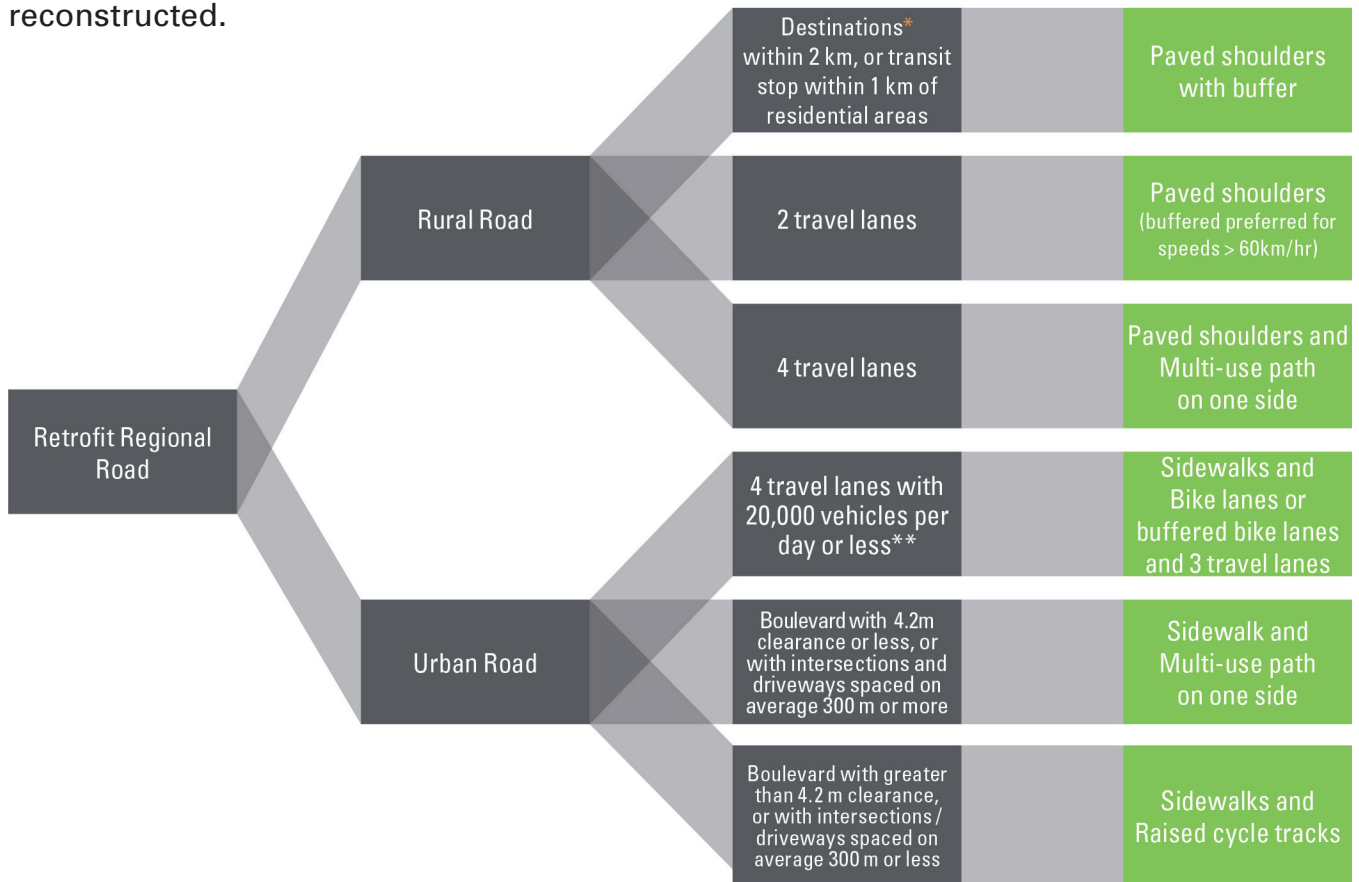


*Provide multi-use path connections from residential areas to destinations within 2 km such as community centres, libraries, and schools. These are examples of destinations that may be desirable to travel to by walking and cycling but are not intended to be exclusive. Other destinations near rural hamlets may also be considered.

YORK REGION PEDESTRIAN AND CYCLING FACILITY SELECTION TOOL

Retrofitting Regional Roads with Pedestrian and Cycling Facilities

For retrofitting pedestrian and cycling facilities to Regional roads that are not being reconstructed.



Other factors to consider when retrofitting an existing roadway:

- Land-use & context - in areas of lower density, multi-use paths may be more appropriate than cycle tracks and sidewalk
- Existing trees - every effort should be made to prevent or mitigate impacts to existing mature trees

**A four-lane roadway carrying less than 20,000 vehicles per day is a strong candidate for a road diet, subject to additional operational considerations.

For further information on the applicability and potential benefits of road diets, see the FHWA's Road Diet Informational Guide.

