



1.1 OVERVIEW

This document is intended to provide a comprehensive and easy-to-use manual for the planning and design of active transportation facilities in York Region. Active transportation facilities are defined as pieces of infrastructure that support travel by pedestrians, including those using mobility aids or devices, cyclists, rollerbladers, and other forms of self-propelled transportation. The guidelines are an update to the 2008 Planning & Design Guidelines developed as part of York Region's first Pedestrian & Cycling Master Plan, however this document reflects an emphasis on updated facility types, emerging design treatments for intersections and better integration with other York Region planning & design initiatives. In particular, these guidelines directly support the work of York Region's Designing Great Streets context sensitive design manual and policy directions stemming from the recently updated Transportation Master Plan.

Developing high quality active transportation facilities in York Region presents a unique set of challenges, including:

- Full range of conditions may be encountered along a particular corridor, from highly dense and urbanized to rural within several kilometres, requiring special consideration of transition zones
- Unique demand to accommodate goods movements as part of the regional mandate, which must be balanced with the desire for pedestrian-oriented design specifically through elements such as turning radii, lane widths etc.
- Balancing urban design elements including a desire for sustainable streets and streetscaping requirements with space for pedestrian and cyclists in regional/urban centres

As a result, these guidelines seek to strike a balance in the often competing priorities for Regional roads, while providing high quality pedestrian and cycling facilities that are likely to attract new users. York Region is experiencing rapidly changing urban form and land pressures in many urban centres, and the potential for increasing levels of pedestrian and cycling ridership is high. Through consistent and continued efforts on a number of fronts (facility planning & design, wayfinding and maintenance), it is the intent of these guidelines to contribute to on-going growth in mode shares for active modes.

The guide was developed with consideration of relevant local and regional design standards and practices. The guide also draws on best practices and design guidance from other manuals and guidelines including OTM Book 15 and Book 18, VeloQuebec's Planning and Design for Pedestrians and Cyclists, NACTO's Urban Bikeway Design Guide, FHWA's Separated Bike Lane Planning and Design Guide, and the CROW Design Manual for Bicycle Traffic, amongst others.

Additional resources consulted during the development of this guideline are identified in Appendix A. It is not the intent of these guidelines to replace the detailed guidance provided in many of these resources, but to identify elements of particular applicability in York Region, and to present the scenarios most likely to occur within the Region. As with any other manual, practitioners are encouraged to consult several resources to ensure that a full breadth of options have been considered for each scenario.