

## 5.3 RURAL INTERSECTIONS

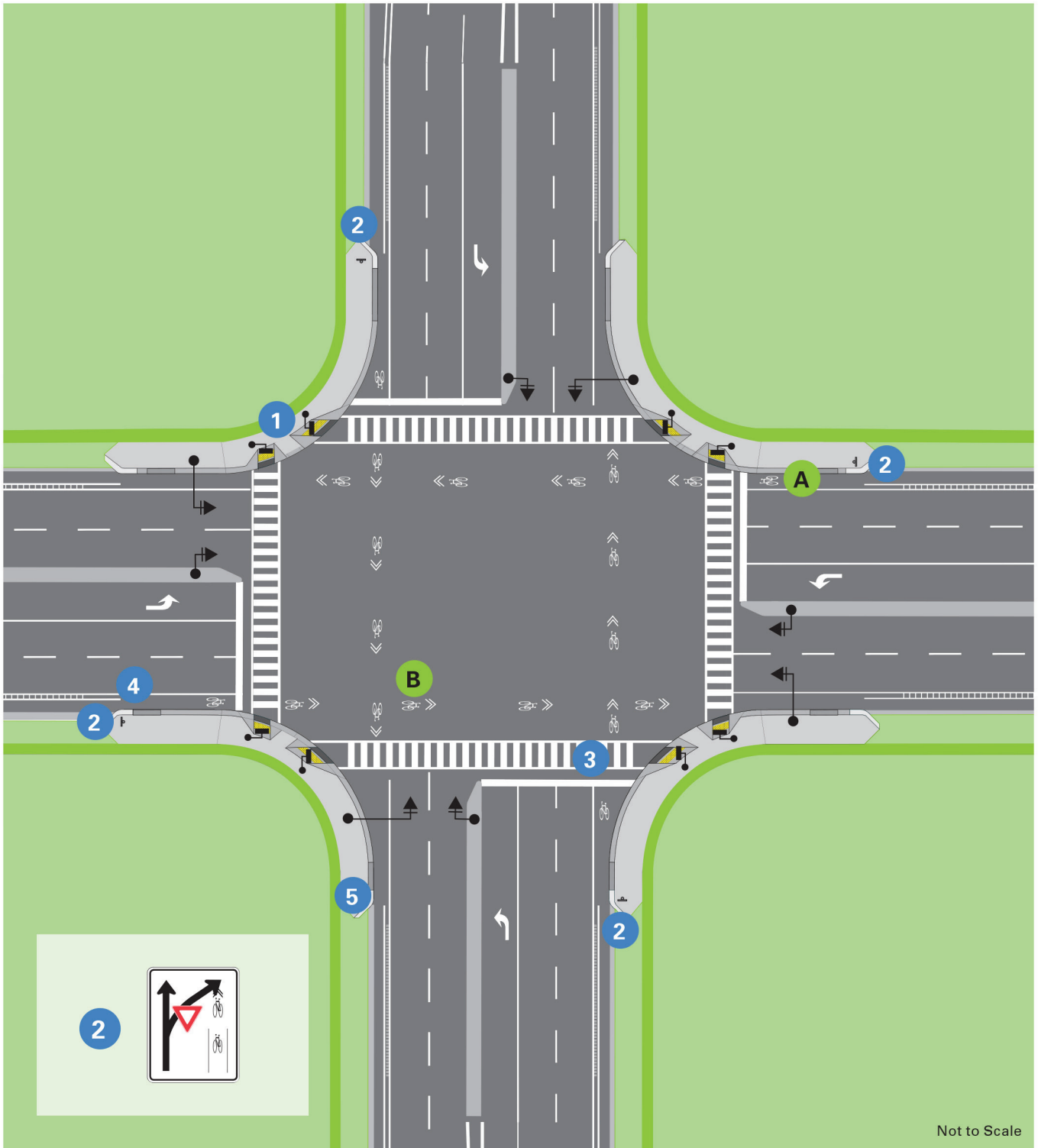
Rural intersections present a unique set of challenges for vulnerable users. Although pedestrian and cycling volumes are expected to be lower than in urban areas, rural intersections must still provide a basic level of accommodation, including meeting AODA requirements for signalized intersections. In some cases, transit stops are provided at rural intersections, and the pedestrian environment should be enhanced beyond the minimum treatments in these instances.

A typical rural intersection is illustrated in Exhibit 5-32.

Minimum	Preferred
<p><b>1</b> AODA – compliant curb ramps and tactile plates per York Region Standard DS-100 series drawings</p>	<p><b>A</b> Bicycle symbol can be applied on the near side of the intersection to reinforce the cyclist waiting area</p>
<p><b>2</b> Customized ‘Turning Vehicles Yield To Bicycles’ (RB-37 – TAC) signage to alert turning drivers that they must yield to through cyclists</p>	<p><b>B</b> Lower volumes of cyclists require minimal conflict zone treatments. Where desired, sharrows spaced at 8-10 m can be used to clarify the cyclists travel path through the intersection</p>
<p><b>3</b> Ladder crosswalk markings</p>	
<p><b>4</b> Inside of painted buffer on paved shoulder dropped as cross-section urbanizes</p>	
<p><b>5</b> Rural cross-section urbanizes approaches the signalized intersection to accommodate signal equipment and provide space for transit passengers</p>	

In the rural context illustrated here, it is generally assumed cyclists will make vehicular left turns. However, in unique instances where there is a need to accommodate a specific heavy cyclist left movement, or where there is an anticipation of less experienced or confident cyclists, a two-stage left turn queue box could be considered as an additional feature.

Exhibit 5-32. Typical Rural Intersection



In the rural environment, a ‘conflict-zone’ style treatment is suggested for cyclists where dedicated vehicular right turn lanes are provided, as a review of York Region rural facilities found that most riders in the rural environment prefer to position themselves to the left of right turning vehicles.

A sample treatment is shown in Exhibit 5-33.

### Rural Intersection with Dedicated Right Turn lane

Minimum	Preferred
<ul style="list-style-type: none"> <li style="margin-bottom: 10px;"><span style="background-color: #0056b3; border-radius: 50%; padding: 2px 6px; color: white; font-weight: bold; display: inline-block; width: 20px; height: 20px; text-align: center; line-height: 20px;">1</span> Sharrows spaced at 8-10 m through conflict zone</li> <li><span style="background-color: #0056b3; border-radius: 50%; padding: 2px 6px; color: white; font-weight: bold; display: inline-block; width: 20px; height: 20px; text-align: center; line-height: 20px;">2</span> Customized ‘Turning Vehicles Yield To Bicycles’ (RB-37 – TAC) signage to alert turning drivers that they must yield to through cyclists</li> </ul>	<ul style="list-style-type: none"> <li style="margin-bottom: 10px;"><span style="background-color: #76b82a; border-radius: 50%; padding: 2px 6px; color: white; font-weight: bold; display: inline-block; width: 20px; height: 20px; text-align: center; line-height: 20px;">A</span> Bicycle symbol can be applied on the near side of the intersection to reinforce the cyclist waiting area</li> <li><span style="background-color: #76b82a; border-radius: 50%; padding: 2px 6px; color: white; font-weight: bold; display: inline-block; width: 20px; height: 20px; text-align: center; line-height: 20px;">B</span> Green pavement marking through conflict zone</li> </ul>

Exhibit 5-33. Treatment for Dedicated Right Turn Lane at Rural Intersection

