

STATUS

Council Approved	Y	N
CAO Approved:	Y	N

TITLE: Regional Standard for Six-Lane Roads	NO.: Approval Date: Last Updated:
---	--

POLICY STATEMENT:

This Policy outlines the standard design requirements to be incorporated into Regional roads being constructed or widened to accommodate six lanes (excluding turning lanes).

APPLICATION:

This policy applies to all York Region roads capital projects that include the widening or construction of six lane Regional roads.

PURPOSE:

This policy outlines the general requirements of the approved Regional standard for six-lane roads, including the protocol and criteria used to determine how the design elements are to be incorporated into capital projects.

DEFINITIONS:

Regional Standard for Six Lane Roads - Practice Manual - York Region's technical guidelines for design of six-lane roads.

DESCRIPTION:

A detailed summary of the technical research, evaluation methodology and rational, and conclusions of the study undertaken to develop the six lane standard for Regional Roads is included in the Practice Manual. A general summary of the conclusions and council endorsed recommendations is outlined below:

Three critical components of the six lane cross-section were considered:

1. The actual geometry of the cross-section
2. Improved streetscaping in the boulevards and medians.
3. An implementation strategy.

Geometry of the Cross-Section

Cross-sections that include on-street bike lanes accommodate all modes of travel. The on-street bike lanes not only accommodate cyclists, but provide extra width between transit vehicles and the curb and enhanced the safety of pedestrians walking on the sidewalk.

Cross-sections that include a wider and continuous median are preferred for arterial road functionality, safety and aesthetics. The widened median also provides a larger area for sustaining plant material and improved the character of the overall road by breaking up the expanse of asphalt.

Using a slightly reduced lane width of 3.3m for general purpose lanes also allows for additional space in the boulevard to make tree planting possible, while limiting excessive asphalt and helping to address chronic speeding.

The cross section depicted below in Figure 1, which includes: a 4-6m wide median, a dedicated bicycle lane, and a curb lane as an HOV lane, is the recommended cross-section.

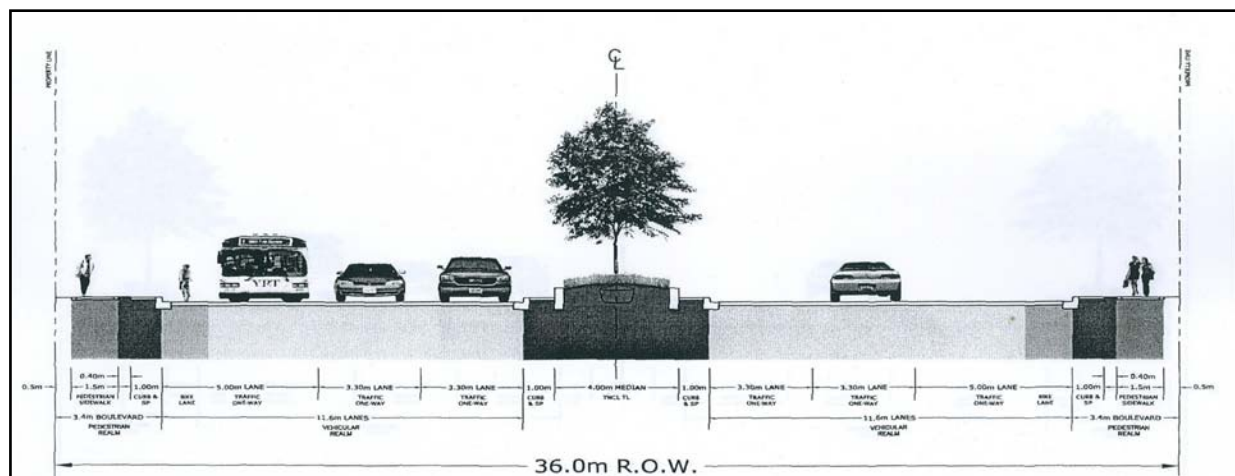


Figure 1

Landscape Treatment

The landscape treatment of each road section and boulevard will vary in each case and will be determined during the project design phase using context-sensitive design practices.

Implementation of the New Six Lane Cross-Section

The preferred cross-section includes two all purpose travel lanes at 3.3m, an HOV lane at 3.5m, and a dedicated cycling lane at 1.5m in each direction. However, until such time as the Region develops HOV and cycling master plans as well as strategies for dealing with access control and enforcement, a modified implementation strategy shall be adopted as outlined below:

Build a road that can be converted to the preferred cross-section by constructing a continuous centre median with enhances aesthetics, either “soft” plantings or other, and build the three lanes as all-purpose lanes which could be converted to the preferred cross-section by simply painting the HOV and/or bicycle lane delineations in the future.

The strategy of installing the landscape median as well as constructing a “convertible” curb lane requiring only paint to change it from a general-purpose lane to a dedicated HOV lane with and/or a 1.5m bike lane shall be implemented wherever possible as the new Regional standard for all new six-lane sections.

Detailed technical guidelines including geometric design criteria are included in the practice manual.

Improvements to six-lane roads referenced in this policy will only be constructed as part of the 10-Year Roads Capital Program. Funding required for construction and maintenance of six-lane Regional roads in accordance with this policy is the responsibility of York Region.

RESPONSIBILITIES:

Regional Employees responsible for:

- Planning, design, and construction of Regional roads
- Review and approval of development applications affecting Regional roads
- Operation and maintenance of Regional roads

REFERENCE:

Draft Approval (Regional Council – Report No. 3, Clause 9, March 23, 2006)

CONTACT:

General Manager, Roads – Transportation and Works Department

APPROVAL INFORMATION

CAO Approval Date: TBD

Committee: Transportation and Works **Clause:** TBD **Report No:** TBD

Council Approval: TBD **Minute No.** **Page:** **Date: TBD**
TBD TBD TBD