

Table 6.8 Desirable Transit Vehicle Lane Width Requirements

(Source: TransLink – Transit Infrastructure Design Guidelines, 2007, BC Transit - Infrastructure Design Guidelines, 2010)

Through Lane Scenario	Desired Lane Width
Three through lanes with no parking	3.3 m to 3.7 m
One through lane, One shared/parking lane	5.8 m for shared/parking Lane
One shared/parking lane only	6.5 m
Single Travel Lane	4.8 m maximum

In all cases where transit vehicles are intended to be accommodated, appropriate turning radii, gradients, and sight distances should be incorporated. The reference guidelines identified below provide guidance in selecting the appropriate design values. All designs shall be approved by the appropriate local transit authority.

Geometric design should also consider the implications on transit users, specifically addressing accessibility constraints at bus stop locations. The TransLink Universally Accessible Bus Stop Design Guidelines can be referenced.

Transit signs should be in accordance with the BC Manual of Uniform Traffic Control Devices in addition to any unique signage required by the local transit authority.

Bus bay locations should be established in cooperation with the local transit authority.

Bus bay details should be in accordance with local design guidelines in addition to the Pullouts section of the TAC Geometric Design Guidelines.

Additional guidelines are included in:

- BC Transit – Infrastructure Design Guidelines, 2010
- TransLink – Transit Infrastructure Design Guidelines, 2002
- TransLink – Universally Accessible Bus Stop Design Guidelines, 2007
- TransLink – Transit Service Guidelines, 2004
- Canadian Urban Transit Association and TAC – Canadian Transit Handbook, 1993.
- NACTO design guides

6.14 Driveways

6.14.1 Residential Access to Arterial Roads

Residential driveway access to an arterial road is not recommended unless alternate access is not possible. Wherever physically possible, alternate local road access (including lanes) should be dedicated to preclude residential driveways accessing directly onto arterial roads.

6.14.2 Number of Driveways

- Urban Residential Zones
 - One driveway per road frontage
 - Second driveway permitted for corner lot if driveway not on an arterial or collector road
 - Where a residential lot abuts roads of different classifications, the principal driveway should access the road of the lower classification.

- Suburban, Rural, Commercial, Industrial, Institutional, Comprehensive and Multifamily developments
- Upon demonstrated need, the local authority may approve more than one access.

6.14.3 Driveway Location and Width

Subject to compatibility with local bylaws, use the following dimensions.

* Supplemental
Dwg for width *

- Residential Zones: Driveways located on corner lots should be at least 5 m from the lot corner nearest the intersection. Provision of adequate sight distance should be considered in accordance with TAC Geometric Design Guidelines.
- Minimum and maximum widths of urban residential driveways are 4 m and 7.5 m respectively.
- Commercial, Industrial, Institutional, Comprehensive and Multifamily Developments: Driveways to corner lots should be located no closer than 12 m from the property line of the adjoining road. Provision of adequate sight distance should be considered in accordance with TAC Geometric Design Guidelines.

The minimum width of a driveway to a property having one or more accesses is 4.5 m for one way access and 6.5 m for two way access with a maximum of 11 m. Where a corner lot adjoins roads of different classifications, the principal driveway should access the road of the lower classification, except for commercial sites where access may be provided from both roads, subject to local authority approval. Consideration should be given to the turning design vehicle in establishing the driveway width.

6.14.4 Driveway Grades

General limits on driveway grades are as indicated in Table 6.2. Driveway access grades should be designed to permit the appropriate vehicular access for the zone, without "bottoming-out" or "hanging-up". From edge of pavement to property line, the driveway should follow proper boulevard slope to drain towards the road. For the first 10 m on private property, the maximum driveway grade is 15% if accessing a local or collector road. This maximum grade is limited to 10% if accessing an arterial road.

6.14.5 Driveway Letdown and Curb Return

At the discretion of the local authority, access to large parking areas, commercial, industrial and multifamily developments may be by curb returns rather than a driveway letdown.

Deceleration and acceleration lanes may be required for access off major roads for safety reasons and to minimize disruption to traffic flows. Design of such access should be in accordance with the TAC Geometric Design Guide.

6.14.6 Access Management

In addition to the above driveway guidelines, access management techniques, including driveway consolidation, medians and turn restrictions should be applied in accordance with the Access section of TAC Geometric Design Guidelines and the requirements of the local authority.