APPENDIX H

Recommended Official Plan Transportation Policies

Memo

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Date: October 22, 2021

Subject: RMAP Phase 3: Update Transportation Policies, Specific Road Widening Table, and Active Transportation Plan

Our File: 20-3297

A review of transportation and public transit policies contained in *Part 12 (Transportation)* of the *Wellington County Official Plan* was completed. This review proposed modifications based on feedback gained through the Roads Committee, community engagement, best practices and the recommended transportation network. In addition, the *Specific Road Widening Table (Table 13)* was also updated to reflect the recommendations contained in the Road Master Action Plan. Finally, *the Wellington County Active Transportation Plan* was reviewed to provide any adjustments to the recommendations found in *Section A.4 Active Transportation Network Facility Types* and *Section A.5 Network Design Features*.

1.0 County of Wellington Official Plan

Policy (include location)	Assessment	Recommendations
4.6.4 Traffic Impacts Assessment Where a development proposal may add significant volumes of traffic to a road system or where development is proposed in an area with recognized road deficiencies, a Council may require a traffic impact assessment. The assessment may include any or all of the following: a) pre and post development traffic patterns and volumes; b) structural adequacy and capacity of the existing and proposed road system; c) convenience, accessibility and safety of the site for people and vehicles and the effect on traffic customarily on the road; d) sight distance visibility; e) grade (slope) of road; f) suitability of the road for all weather conditions; g) suitability of the site or roads for snow plowing and removal; h) pedestrian and bicycle traffic flows and potential conflicts, particularly where schools or senior facilities are nearby; i) ability of new roads to meet municipal standards; j) means by which negative impacts will be reduced or	New TIS Guidelines prepared. Contents to be used to modify section. Add reference and definition for Complete Streets	**4.6.4 Traffic Impacts Assessment** Where a development proposal adds more than 100 peak hour vehicle trips to the road system or where development is proposed in an area with recognized road deficiencies, a traffic impact assessment will be required. This does not preclude requests from Council to conduct a traffic study for a specific site. The assessment may include any or all of the following: a) pre and post development traffic patterns and volumes; b) structural adequacy and capacity of the existing and proposed road system; c) convenience, accessibility and safety of the site for people and vehicles and the effect on traffic customarily on the road; d) Ability for new roads/existing roads to be designed to conform with and address complete streets principles that promote and support the connectivity and accessibility of the active transportation components, as defined below; e) sight distance visibility; f) grade (slope) of road; g) suitability of the road for all weather conditions; h) suitability of the site or roads for snow plowing and

Policy (include location)	Assessment	Recommendations
eliminated; k) such additional concerns as a Council may consider relevant.		removal; i) pedestrian and bicycle traffic flows and potential conflicts, particularly where schools or senior facilities are nearby; i) ability of new roads to meet municipal standards; k) means by which negative impacts will be reduced or eliminated; l) such additional concerns as a Council may consider relevant. The key to achieving a vision for a transportation network that serves all modes, while understanding the design elements to facilitate this objective, is the concept of Complete Streets. Complete Streets are streets that are designed to be safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities. A Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists. Complete Streets offer wide ranging benefits; they are cost effective, sustainable, safe, and encourage the continuation of the shift from auto to non-auto based travel.
9.8 PUSLINCH LOCAL POLICIES The following local policies and policy areas have been identified in Puslinch: **9.8.1 Wellington Rd 46** Specific development policies have been established for Wellington Rd 46 to ensure that proposed	Section b) should reference the new TIS policies.	b) For every industrial and commercial development project which generates more than 50 additional peak direction trips to or from the site during the roadway's peak hour, a complete traffic impact study is required to be submitted to the County Engineer. Requirements for all TIS are outlined in **Policy 4.6.4 Transportation Impacts Assessment**. For every industrial and

Policy (include location)	Assessment	Recommendations
development will not interfere with the safe and efficient operation of this transportation corridor. The following policies are to be considered: a) For every development where direct access to Wellington Rd 46 is proposed, identify the following: - posted speed limit; - clear sight distance along the roadway in both directions from the mouth of the access - approach grades on access driveway; - traffic controls; - existing width of county road right-of-way adjacent to the site; - width of paved roadway and shoulders; - turning or stacking lanes on roadway; - width of access driveway and radii of corners; - distance between proposed driveway and existing driveways on adjacent sites; - project trip ends for average day and peak hours on roadway. b) For every industrial and commercial development project which generates more than 50 additional peak direction trips to or from the site during the roadway's peak hour, a complete traffic impact study is required to be submitted to the County Engineer. c) Where a site has frontage and access to a local township road or Wellington Rd 34, new commercial	Driveway provision and separation clauses should remain	commercial development project along Wellington Road 46, the development trip generation threshold for a need for a traffic impact study has been reduced from 100 trips to 50 trips. Maintain the driveway provision and separation clauses as written.

Policy (include location)	Assessment	Recommendations
or industrial access to Wellington Rd 46 is not permitted; d) In areas designated industrial or commercial, each new driveway for commercial or industrial access shall be separated from other industrial or commercial driveways located on the same side of the road by 100 metres, where access is acceptable; e) In areas designated industrial or commercial, a maximum of one driveway for commercial or industrial access is permitted for each existing property with up to 100 metres of frontage along the county road, where access is acceptable; f) In areas designated Secondary Agricultural, each new driveway for commercial or industrial access shall be separated from other industrial or commercial driveways located on the same side of the road by 300 metres, where access is acceptable; g) Where feasible, mutual driveway access to a county road and service roads are required; h) Obtain evidence that approval from the County of Wellington is available with regard to access driveway location and design, improvements to County Road, including turning lanes, traffic controls, stacking lanes; i) Identify content of agreement with the County regarding financial responsibility for road improvements on the County road and construction access driveway.		
12.1 GENERAL The transportation system in Wellington involves the movement of people and goods throughout the	Aligned general statements	**12.1 GENERAL** The transportation system in Wellington involves the movement of people and goods throughout the county

Policy (include location)	Assessment	Recommendations
county and to outside areas. The system may include: • pedestrian facilities • cycling • public transit • roadways • utility lines • airports The County will encourage the development of safe and efficient transportation systems which are both environmentally responsible and convenient for users. The County will co-operate with surrounding jurisdictions to develop a transportation system that recognizes the mobility of people within this area and their need for effective inter-regional transportation systems.	with vision and goals. Add reference to Complete Streets principles	and to outside areas. The system may include: • pedestrian facilities • cycling • public transit • roadways with reference to Complete Streets principles • utility lines • airports The County will encourage the development of safe and efficient transportation systems which are sustainable and equitable while providing connectivity to all users. Planning for the future County and Local Road Network will utilize Complete Streets principles while supporting economic development within The County and local municipalities, as referenced in **4.6.4**. The County will co-operate with surrounding jurisdictions to develop a transportation system that recognizes the mobility of people within this area and their need for effective inter-regional transportation systems using transparent (traceable, replicable, and defensible) processes and methods to guide decision-making.
12.2 PEDESTRIAN FACILITIES Pedestrian facilities will be encouraged both as a means of travel and for recreation. The following policies will be supported in Wellington. a) sidewalks will be required in all new developments in all urban centres and will be encouraged in hamlets, whenever practical; b) schools and convenience commercial uses are	Complemented and aligned statements with reference to Complete Streets policies. Add reference	**12.2 PEDESTRIAN FACILITIES** Pedestrian facilities will be encouraged both as a means of travel and for recreation. The development and maintenance of these facilities occur in alignment with the County of Wellington Active Transportation Plan. The following policies will be supported in Wellington. a) sidewalks will be required in all new developments in all urban centres and will be encouraged in hamlets,

Policy (include location)	Assessment	Recommendations
encouraged in locations central to residential neighbourhoods; higher density residential uses will be encouraged near “main street” areas to allow people to have walking access to a variety of services; c) pedestrian friendly facilities such as pedestrian crossings, signalized intersections, curb cuts, pedestrian bridges and lighting will be incorporated into community design practices to encourage walking; d) pedestrian trails, particularly those which re-use abandoned railway right of ways will be encouraged.	to Complete Streets principles	whenever practical; b) schools and convenience commercial uses are encouraged in locations central to residential neighbourhoods to promote mixed uses; higher density residential uses will be encouraged near “main street” areas to allow people to have walking access to a variety of services and amenities; c) pedestrian friendly facilities such as pedestrian crossings, signalized intersections, curb cuts, pedestrian bridges and lighting will be incorporated into community design practices to encourage walking; d) pedestrian trails, particularly those which re-use abandoned railway right of ways will be encouraged. e) follow the Complete Streets principles provided in section **4.6.4**
12.3 CYCLING Cycling facilities will be encouraged both as a means of travel and for recreation. The following policies will be encouraged in Wellington: a) undertake studies to determine the potential to provide bicycle lanes on roadways in urban centres; b) examine geometric and operational design practices which impede cycling on roadways; c) review zoning by-laws to provide bicycle parking standards for uses such as apartments, shopping facilities, industrial uses and community facilities; d) support the development of recreational trails that allow for cycling.	Complemented and aligned statements with reference to Complete Streets policies. Add reference to Complete Streets principles	**12.3 CYCLING** Cycling facilities will be encouraged both as a means of travel and for recreation. The development and maintenance of these facilities occur in alignment with the County of Wellington Active Transportation Plan. The following policies will be encouraged in Wellington: a) undertake studies to determine the potential to provide bicycle lanes on roadways in urban centres; b) examine geometric and operational design practices which impede cycling on roadways; c) review zoning by-laws to provide bicycle parking standards for uses such as apartments, shopping facilities, industrial uses and community facilities;

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f) provide linkage between intensification areas and adjacent neighbourhoods, including dedicated land space for bicyclists on the major street network where practical and feasible.		d) support the development of recreational trails that allow for cycling. f) provide linkage between intensification areas and adjacent neighbourhoods, including dedicated land space for bicyclists on the major street network where practical and feasible. g) follow the Complete Streets principles provided in section **4.6.4**
12.4 PUBLIC TRANSIT The County of Wellington has not reached the point where public transit is a viable transportation option. Wellington will continue to focus its planning efforts on supporting urban centres and downtowns so that public transit may become a viable option.	Transit service is currently in place and there is a desire to continue the service, provided available funding is in place.	**12.4 PUBLIC TRANSIT** The County of Wellington operates an On Demand transit pilot called RideWell, established through funding from the Government of Ontario Community Transportation Grant. The County will pursue federal and provincial funding support for public transit to transition the pilot to a permanent service. If sustainable funding is received to operate a public transit service, the County will: a.) deliver service under a model where all geographic areas within the County have the ability to access public transportation during specific hours of service; b.) continue to explore effective connections to adjacent municipalities, leveraging other public and privately operated transit services; c). explore the feasibility of introducing corridor services connecting urban centres and downtowns within the County; d.) continue to focus its planning efforts on supporting

Policy (include location)	Assessment	Recommendations
		urban centres and downtowns so that public transit continues to be a viable option; e.) ensure accessible transit operations are available for persons with disabilities; f.) work with and support community care agencies that provide transportation services for seniors, persons with disabilities and low-income residents.
12.5 ROADWAYS		
12.5.1 General Roadways are far and away the most important means of transportation in Wellington. The County of Wellington accepts the heavy reliance on automobiles and trucks in small towns and rural areas and will make its best efforts at encouraging safe, efficient and convenient community design practices which facilitate people's desires to use automobiles.	No change.	Maintain existing policy.
12.5.2 Provincial Highways This classification applies to roadways under the jurisdiction of the Ontario Ministry of Transportation. These highways include Nos. 6, 7, 9, 23, 89 and 401. Provincial highways generally function as major roadways or arterials but are regulated under the Public Transportation and Highway Improvement Act. Provincial highways carry large volumes of traffic at relatively high speed, therefore access to provincial highways is limited. Ministry of Transportation approvals (permits) are required for all entrances (new or altered), buildings/structures and signs located adjacent to the highway prior to any construction being undertaken. Access will only be	No change.	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
considered to those properties abutting a provincial highway that meet the minimum safety and geometric requirements of the Ministry of Transportation.		
12.5.3 Major Roadways The provincial highway system and the county road system provide the major roadways in Wellington and they are shown on Schedule A. The following policies apply to provincial and county roads: a) major roadways are expected to provide and serve high volumes of traffic including truck traffic; b) major roadways are designed for safety, efficiency and convenience to move people and goods at reasonably high speeds; c) major roadways within urban centres should be served by sidewalks; d) access to major roadways should be restricted through the following means: i) prohibition, where necessary; ii) requiring access from lower volume roads, where possible; e) where access to major roadways is necessary, the following facilities may be required; i) traffic signals ii) turning lanes and tapers iii) road widenings; f) roadway authorities may acquire land for road	Remove "provincial highway system" reference, addressed above. e) to be determined through preparation of Traffic Impact Assessment and application of	**12.5.3 Major Roadways** The provincial highway and county road system provides the major roadways in Wellington and they are shown on Schedule A. The following policies apply to county roads: a) major roadways are expected to provide and serve high volumes of traffic including truck traffic; b) major roadways are designed for safety, efficiency and convenience to move people and goods at reasonably high speeds; c) major roadways within urban centres should be served by sidewalks; d) access to major roadways should be restricted through the following means: i) prohibition, where necessary; ii) requiring access from lower volume roads, where possible; e) where access to major roadways is necessary, the following facilities may be required, to be determined through preparation of Traffic Impact Assessment and application of industry standard warrants and guidelines for improvements; i) traffic signals ii) turning lanes and tapers iii) road widenings;

Policy (include location)	Assessment	Recommendations
widening through acquisition programs or land dedication when planning approvals are sought; g) New major roadways require an amendment to this Plan and appropriate provincial environmental approvals. Changes in jurisdiction and minor realignment, widening or improvements do not require an amendment; h) proposed major roadways, including potential river crossings, are shown on Schedule "A". These proposed roadways will be protected from development proposals which would undermine the ability to construct the roadway, increase the cost of acquiring land or constructing the roadway or impair the future functioning of roadway; i) a new major road connection will be required to Highway 401 on the east side of Guelph and while no proposed alignment is shown on Schedule "A" the long term need has been established and reasonable efforts will be made to protect future options; j) the province may require traffic impact assessments for any development proposed on a provincial highway.	industry standard warrants and guidelines for improvements i) Do not identify this in RMAP – Is this outdated? Ok to leave as long-term protection. j) Province and County will require preparation of traffic impact assessment for any development proposed on a provincial or major roadway. Move Provincial	f) roadway authorities may acquire land for road widening through acquisition programs or land dedication when planning approvals are sought; g) New major roadways require an amendment to this Plan and appropriate provincial environmental approvals. Changes in jurisdiction and minor realignment, widening or improvements do not require an amendment; h) proposed major roadways, including potential river crossings, are shown on Schedule "A". These proposed roadways will be protected from development proposals which would undermine the ability to construct the roadway, increase the cost of acquiring land or constructing the roadway or impair the future functioning of roadway; i) a new major road connection may be required to Highway 401 on the east side of Guelph and while no proposed alignment is shown on Schedule "A" the long term need has been established and reasonable efforts will be made to protect future options; j) the province may require traffic impact assessments for any development proposed on a provincial highway.

Policy (include location)	Assessment	Recommendations
	references to previous policy. Limit this section to County issues.	
12.5.4 Local Roadway Local roadways include both urban and rural roads under the jurisdiction of a local municipal government. The following policies apply to local roads: a) rural roads laid out along original township concession and lot lines often provide important collector functions and operate at reasonably high speeds. These routes need to be protected from strip development, access points with poor visibility and other conditions which would impair their functions; b) urban roads may be classified as arterial, or collector or local routes to recognize a hierarchy of functions and to encourage development compatible with those functions; i) arterial roads are normally provincial or county roads servicing high volumes of intra-urban traffic at moderate speeds and with limitations on property access; ii) collector roads may be county or local roads serving moderate to high volumes of traffic into and out of downtown areas and connecting to other urban areas as well as collecting local traffic for distribution to the arterial road system; iii) local roads serve low volumes of local traffic and provide access to individual properties;	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
c) local roads will be improved through widenings, intersection improvements, signalization daylight triangles, turning lanes, tapers and traffic calming devices where required; d) urban collector roads and most local urban roads will be served by sidewalks on at least one side; e) new local roads do not require an official plan amendment, but the designation on new arterial or collector roads in urban centres must be recognized on the land use schedule for the urban centre		
12.5.5 Other Roadways Other roadways, not under the jurisdiction of the province, county or local municipality, are normally private roads serving a limited number of lots or private roads serving condominium or land lease projects. The following policies apply to these roadways: a) private roads serving individual lots shall be discouraged and will only be allowed to recognize long standing situations and where an agreement with the local municipality is in place to ensure an appropriate level of maintenance and access for emergency vehicles; b) private roads serving condominium or land lease projects are supported provided they are designated and developed to standards which provide safe access to all units and provided that an agreement with the local municipality ensures an appropriate level of maintenance and access for emergency vehicles.	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
12.5.6 Road Widening Policies The following policies apply to road widenings: a) road widenings may take place where deemed necessary by a Council. Privately owned land required for road widening may be acquired by purchase, expropriation, dedication as a condition of subdivision, severance or site plan approval or other appropriate means; b) for the purpose of Section 41 of the Planning Act dealing with site plan approval, the following road minimum widths are required except where more specifically set out in Table 13 of this Plan: i) 30 metres for county roads outside urban centres ii) 20 metres for county roads inside urban centres iii) 20 metres for local roads; c) road widenings in excess of those outlined above may be required in the following circumstances: i) at intersections for daylighting, lane channelization or for traffic control devices; ii) to provide for turning lanes serving land uses that are major traffic generators; iii) to account for severe slopes; d) generally road widenings will be taken on both sides of a road as measured from the centreline of the road allowance.	No change	Maintain existing policy.
12.5.7 Setbacks	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
Zoning by-laws shall establish building setbacks from either the centreline of the road or the edge of the road allowance. Local municipalities will establish setbacks along provincial highways and county roads that are consistent with the policies of those road authorities.		
12.6 UTILITIES The County recognizes the need to consider the location of utilities with respect to their placement in road rights-of-way, and the need for a coordinated approach to infrastructure improvements.	No change	Maintain existing policy.
12.6.1 Utilities Allowed Except as provided for in Section 4.13, the following uses may be permitted in any land use designation, subject to the provisions of the Zoning By-law. a) all electrical power facilities, including all works defined by the Power Corporation Act and telecommunications facilities and multi-use cables, provided that the development satisfies the provisions of the Environmental Assessment Act, the Environmental Protection Act and any other relevant legislation; b) utilities and services necessary for the transmission of municipal water, sewage, public roads, parking facilities and facilities for the detention, retention, discharge and treatment of storm water.	No change	Maintain existing policy.
12.6.2 Easements and Location Criteria Where new development is proposed, appropriate easements or rights-of-way will be required to be	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
dedicated for utilities. Utilities shall be planned for and installed in a coordinated manner in order to be more efficient and to minimize disruption. They will be encouraged, where feasible, to locate within an initial common trench to avoid unnecessary over digging and disruption of municipal rights-of-way. Consideration shall be given to the location requirements of larger utility facilities such as grouping or clustering of elements in order to minimize visual impacts, where feasible.		
12.7 AIRPORTS Wellington does not have any major airports within its boundaries but there are a number of small airfields used for business and recreational purposes. The County recognizes the need to protect airports from incompatible uses and adopts the following policies should an airport be established: a) new residential development and other sensitive land uses will not be permitted in areas near airports above 30 NEF/NEP, as set out on maps (as revised from time to time) approved by Transport Canada; but b) redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses may be considered above 30 NEF/NEP if it has been demonstrated that there will be negative impacts on the long-term function of the airport. Additionally, the County will not allow development which would have an adverse impact on existing	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
airfields.		

1.1 Official Plan Table 13 – Specific Road Widenings

Road Allowance	Existing ROW Width (metres)	Required ROW Width (metres)	Recommendations
CENTRE WELLINGTON			
Beatty Line in Fergus (from St. Andrews Street W to Garafraxa Street W)	20.12	26	
Scotland Street in Fergus (south of Belsyde Avenue)	20.12	26	
Gordon Street in Fergus (from Highway 6 to 322.316 metres east of Highway 6)	10.06	20	
Gartshorne Street in Fergus (north of Gordon Street)	20.12	26	
Hamilton Street in Elora	Varied	20	
Waterloo Street in Elora (south of the closed South Queen Street)	10.06	20	
Reynolds Street in Elora (between St. George Street and Water Street)	12.07	20	
Cecilia Street in Elora (between Water Street and the Grand River)	12.07	20	
Side Road 15 in West Garafraxa Township	20	26	
Side Road 20 in West Garafraxa Township	20	26	
Second Line north of County Road 18 in West Garafraxa Township	20	26	

Road Allowance	Existing ROW Width (metres)	Required ROW Width (metres)	Recommendations
Fourth Line south of County Road 18 in West Garafraxa Township	20	26	
Sixth Line in West Garafraxa Township	20	26	
Sideroad 15 in Nichol Twp (from Salem to Provincial Highway No. 6)	20	26	TBD (Future Study)
Sideroad 20 in Nichol Two (from Elora Village to Concession Road 14)	20	26	
Concession Road 12 in Nichol Twp (from County Road 18 to Sideroad 15)	20	26	
TOWN OF ERIN			
Centre Street; Erin Village	11.43	20	
Charles Street; Erin Village	7.62	20	
Charles Street; Erin Village	12.19	20	
Hill Street; Erin Village	12.19	20	
Hillview Avenue; Erin Village	15.24	20	
Main Street; Erin Village	20.11	30	
March Street; Erin Village	12.19	20	
Sunnyside Drive; Erin Village	11.43	20	
Union Street; Erin Village	12.19	20	
William Street; Erin Village	11.43	20	
GUELPH/ERAMOSA TOWNSHIP			

Road Allowance	Existing ROW Width (metres)	Required ROW Width (metres)	Recommendations
Speedvale Avenue (from City limits to Wellington Road 32)		30	
Township Road 3 (from Highway 7 to Wellington Road 30)		30	
TOWN OF PUSLINCH			
Wellington Rd 33 in Puslinch (from Wellington Rd 34 to Highway 401)		30	
Wellington Rd 34 in Puslinch (from Wellington Rd 33 to Wellington Rd 32)		30	
Wellington Rd 32 in Puslinch (from Puslinch Twp Boundary to Highway 401)		30	
Wellington Rd 46 in Puslinch (from City of Guelph/Puslinch Twp Boundary Highway 401)	Existing is 2-5 lanes: 2- lane sections - 30m 4-5 lanes section - >45.	30	36m -- Major arterial normally 36-45m.
Wellington Rd 36 in Puslinch (from Highway 6 to Halton Region)		30 Rural, 20 Urban	
Wellington Rd 35 in Puslinch (from Highway 401) to Hamilton-Wentworth/Puslinch Twp Boundary		30	

Road Allowance	Existing ROW Width (metres)	Required ROW Width (metres)	Recommendations
Wellington Rd 41 in Puslinch (from City of Guelph/Puslinch Twp. boundary to Wellington Road 37)		30 Rural, 20 Urban	
Gilmour Rd 23 in Puslinch (from Wellington Rd 46 to Concession 9)		20	
Forestell Rd in Puslinch (from Sideroad 20 West to Cambridge)		20	
Sideroad 12 (Concession 5 to Guelph/Puslinch Boundary)		20	

Policy (include location)	Assessment	Recommendations
Recommendation 4-1 The next update to the County Official Plan should include policies related to Active Transportation, specifically: (a) Overarching policies in the Transportation Section of the Official Plan that reference pedestrian, cycling and other forms of active travel as suggested in Section 4.1 of the Wellington County Active Transportation Plan ; and (b) References to the Wellington County Active Transportation Plan as the guiding document for detailed policies and guidelines related to Active Transportation in Wellington County	Reference inclusion of Active Transportation Plan	**Recommendation 4-1** The County Official Plan should continue to include policies related to Active Transportation, specifically: (a) Overarching policies in the Transportation Section of the Official Plan that reference pedestrian, cycling and other forms of active travel as suggested in Section 4.1 of the Wellington County Active Transportation Plan; and (b) References to the Wellington County Active Transportation Plan as the guiding document for detailed policies and guidelines related to Active Transportation in Wellington County
Recommendation 4-2 Explore land use planning initiatives and policy development such as mixed land use, higher density urban areas and pedestrian and cyclist friendly streetscapes to promote / facilitate an increased quality of life and liveability within the communities of Wellington County.	No change	Maintain existing policy.
Recommendation 4-3 Strive to continually improve connectivity for pedestrian and bicycle travel through local neighbourhoods, between communities, across the County and to neighbouring municipalities.	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
Recommendation 4-4 Build upon the existing Safe Routes to School Program throughout the County in collaboration with the WDG Safe Routes to School Committee.	No change	Maintain existing policy.
Recommendation 4-5 The County and local municipalities should consider adopting a Pedestrian Charter similar to the Town of Minto to help facilitate and promote the development of a walkable and pedestrian friendly environment throughout the County.	Modified to reflect specific wording from AT plan	**Recommendation 4-5** The County and local municipalities should consider adopting a Pedestrian Charter similar to the Town of Minto to help facilitate and promote the development of a walkable and pedestrian friendly environment and provide an important measure of the quality of the public realm, health and vitality throughout the County.
Recommendation 4-6 Staff review the Development Charges Bylaw for the County as well as the local municipalities to ensure that it includes sufficient language / clauses to enable the use of Development Charge funds to build new, and improve existing AT routes and trail facilities in locations where it can be demonstrated that the need is the result of County or municipal growth.	No change	Maintain existing policy.
Recommendation 4-7 The County and local municipalities should develop/refine policies and processes for working with the development community to ensure that Active Transportation facilities are planned, designed and constructed as part of the development process.	No change	Maintain existing policy.
Recommendation 4-8 Staff will review the suggested strategies for ongoing public participation related to implementing Active	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
Transportation facilities in existing established areas and prepare a process that is appropriate for the County of Wellington and the local municipalities.		
Recommendation 4-9 Where proposed Active Transportation facilities identified in the Active Transportation network are within the study area of an Environmental Assessment (EA) for other municipal infrastructure projects, the Active Transportation facility or trail shall form an integral component of these projects for review and implementation.	No change	Maintain existing policy.
Recommendation 4-10 The design standards and guidelines prepared as part of the Wellington County Active Transportation Plan are the guiding document regarding the construction of cycling and trail facilities throughout the County and are intended to inform and support the details provided in other documents used for implementation.	No change	Maintain existing policy.
5.3 ACTIVE TRANSPORTATION NETWORK FACILITY TYPES (OVERVIEW)		
Recommendation 5-1 The design standards and guidelines prepared as part of the Wellington County Active Transportation Plan are the guiding document regarding the construction of cycling and trail facilities throughout the County and are intended to inform and support the details provided in other documents used for implementation.	No change	Maintain existing policy.
Recommendation 5-2 Staff responsible for the design and construction of Active Transportation facilities should remain current	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
regarding best industry design practices.		
Recommendation 5-3 Local area municipalities should develop local trail master plans to complement and connect seamlessly with the county-wide active transportation network. This will allow each municipality to respond to their unique trail needs and priorities at a local level.	No change	Maintain existing policy.
5.3.1 On-Road Routes **Signed-only Cycling Routes on Local Roads** Signed routes are typically installed on quiet, residential local/collector streets. Cyclists share the street with motor vehicles and pedestrians use sidewalks where they exist. Apart from “bicycle route” signs, there are generally no changes made to the roadway provided that there is adequate pavement width to safely accommodate both motor vehicles and cyclists, and when adequate sight lines exist and vehicle traffic volume (Average Annual Daily Traffic – AADT) are within acceptable ranges. Where this is not the case alternative routes should be investigated or paved shoulders/bike lanes implemented. In some circumstances signed routes may be implemented on collector or arterial roads as an interim solution where a road segment has an insufficient right-of-way, or where the removal of on-street parking to implement a formal bike lane is not supported. Existing roads that are recommended as part of the cycling network should not be prematurely signed or identified as part of the network if the right-of-way available to cyclists is too narrow, AADT’s are high, or if the roadway surface is in poor condition. Roads that	No change	Maintain existing policy.

Policy (include location)	Assessment	Recommendations
are presently not suitable for on-road cycling facilities but are recommended for implementation in the future should be upgraded to at least minimum standards before being signed as part of the cycling network. Experience in other municipalities suggests that adding edge lines where feasible (a minimum of 1.0 m from the curb face) along with implementation of parking restrictions during weekday commuting and school travel hours may have a positive traffic calming effect through a reduction in vehicle speed and increased level of comfort for cyclists. **Signed Bicycle Routes on Wide Outside / Curb Lanes** Signed bicycle routes with wide curb lanes are similar to signed only bicycle routes, with the exception that the lane shared by motorists and cyclists is wider than a standard motor vehicle travel lane (e.g. greater than 3.75 metres). Research indicates however that when lane widths exceed 4.0 m this tends to increase confusion and improper lane use by motor vehicles in congested urban environments, and may encourage unsafe passing manoeuvres in rural environments. **Signed Route with Sharrow Symbol** Signed routes may be supplemented with the Shared-use or “Sharrow” symbol. Sharrows advise cyclists of the correct bicycle positioning in the lane and may help to deter unsafe passing manoeuvres by motorists and increase driver awareness of cyclists on the road. The Transportation Association of Canada (TAC) Guidelines for the Design and Application of Bikeway Pavement Markings provides guidance on the		

Policy (include location)	Assessment	Recommendations
application of shared-use lane markings, including the following recommendations (refer to the TAC Guidelines for detailed recommendations): • Place immediately after an intersection and 10 m before the end of a block. • Space longitudinally at intervals of 75 m (this spacing may be increased or decreased as needed to have evenly spaced markings within a block). • This marking may be used on roadways with lanes that are wide enough for side-by-side bicycle and vehicle operation but not wide enough for a standard bicycle lane. These markings should be used on roadways with posted vehicle speeds of 60 km/h or less. • On roadways without on-street parking, place so that the centre of the marking is a minimum of 1.0m from the face of curb (where one exists) or edge of pavement where there is no curb. **Paved Shoulders** A paved shoulder cycling route can be located on roads with rural cross sections and no curbs. Adding or improving existing paved shoulders can be the best way to accommodate cyclists in rural areas and benefit motor vehicle traffic. Paved shoulders offer other advantages: they reduce maintenance costs associated with the grading and maintenance of gravel shoulders, serve as a refuge for disabled vehicles, accommodate emergency vehicles, extend the life of the vehicle lanes through improving the lateral support for the roadway structure, and can reduce run-off-the-road collisions. Where funding or space is limited, adding or improving shoulders on uphill sections will		

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give slow moving cyclists needed maneuvering space and will decrease conflicts with faster moving motor vehicle traffic. There are a number of locations throughout the County where existing gravel shoulders have already been partially paved. Where gravel shoulders have not been paved, but the shoulders have the required width and base to support paved shoulders, a shoulder-paving program could be implemented in order to facilitate the use of paved shoulders for cycling on rural roads. If shoulders are to be provided as part of a new road construction project, the pavement structure design for the shoulder should be the same as that of the roadway. A reduced pavement thickness could be considered in situations where: • No future road widening is planned within the 10 year road program; • The existing shoulder area and road structure is structurally stable and well drained; • Existing travel lanes have suitable width and are in safe and desirable condition; • Horizontal control (curvature) is not excessive; and • Existing and projected traffic volume (AADT) and heavy truck traffic is not considered excessive. The following construction details should be used to add paved shoulders to roadways where no overlay project is scheduled: • Saw Cutting: A saw-cut 0.3 m inside the existing edge of pavement provides for a tight joint. This eliminates a ragged joint at the edge of the existing pavement; • Feathering: Feathering the new asphalt onto the		

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existing pavement can work if a fine mix is used and the feathering technique does not extend across the area of the travelled bicycle facility; • Grinding: Where there is already some shoulder width and thickness available, a pavement grinder can be used to make a clean cut at the edge of travel lane, grade the existing asphalt to the right depth and cast aside the grindings in one operation. Grinding offers these advantages: o Less of the existing pavement is wasted; o The existing asphalt provides additional pavement base; o There will not be a full-depth joint between the travel lane and the shoulder; o The grindings can be recycled as base for the widened portion; and o New asphalt can then be laid across the entire width of the shoulder lane with no seams. Paved shoulders are a significant component of the Active Transportation network in rural areas of the County. On rural roads, a marked edge line is typically used to designate a paved shoulder but a buffer zone should be considered where feasible. Signs are used to designate the route and indicate the presence of cyclists. Both MTO (Geometric Design Standards for Ontario Highways, GDSOH) and TAC (Geometric Design Guide for Canadian Roads, GDGCR) provide standards for shoulder widths for undivided rural highways that are based on design speed and AADT		

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volumes. The widths recommended by both are in some cases sufficient to accommodate a 1.5 m to 2.0 m paved shoulder cycling route and 0.5 m to 1.0 m for additional granular shoulder width. Figure 5.10 illustrates the shoulder of a typical roadway platform. Where paved shoulders are the recommended facility type for the Active Transportation network a width of 1.5 m is preferred. On roads with a high percentage of commercial traffic and speeds above 60 km/h and less than 80 km/h, a wider shoulder is recommended (e.g. 1.8 to 2.0m), however, in constrained areas, shoulder cycling routes with a design width of 1.5 m may be used if additional granular shoulder exists beyond the proposed edge of the paved shoulder. There may be segments of proposed cycling routes on roads with rural cross-sections (no curb) where it is difficult to accommodate even a minimum paved shoulder. In these cases, edge lines (pavement markings) may be provided to mark the vehicle lane width and to delineate as much additional shoulder width as possible for cyclists to use. It should be recognized that a bicycle is defined as a vehicle in the Highway Traffic Act and cyclists will continue to use rural roads regardless of the posted limit, traffic volume or availability of a paved shoulder. The decision on whether to sign a road with paved shoulders that are less than the desired width as a signed only bicycle route should be based on good engineering judgement. In addition, roadway characteristics such as the traffic volume and percentage of commercial vehicle traffic, as well as a number of other factors such as roadway geometry, gradients, horizontal/vertical curves and sight lines		

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should also be considered. The County may elect to designate some roads as signed only bicycle routes that do not currently meet the suggested minimum shoulder width criteria, as an interim condition. When these roads are scheduled for an overlay or widening, the preferred width should be provided. If the paved shoulder width is less than the preferred, and a cyclist chooses to ride to the right of the edge line, an adjacent gravel shoulder would still provide a "recovery" area. Cycling routes with paved shoulders should only be marked as signed-only bicycle routes and this can be supplemented with Bike Route and Share the Road signage. If a rural road is upgraded to an urban section (with curbs) the paved shoulders should be converted into bike lanes. **Bike Lane** A bike lane is defined as a facility located in the travelled portion of the street or roadway and is designed for one-way cyclist travel. Bike lanes are identified on the road through pavement markings and signage. Bike lanes typically form part of the spine bicycle network, but may also form parts of a local neighbourhood network. Bicycle lanes should be constructed on roads with an "urban" cross-section. *Conventional Bike Lane Design* The minimum design width for a bike lane on a street with an urban cross-section without on-street parking should be 1.5 m from the face of the curb (Table 5.1). A preferred width of 1.8 m is recommended, especially on roadways with higher average annual daily traffic		

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(AADT) volumes, speed limits, and commercial vehicle volumes (trucks/buses) such as those on busy arterial roadways. This is consistent with both Ministry of Transportation (MTO) and TAC guidelines. Bike lane widths of 2.0 m should be considered on roads with motor vehicle operating speeds, or posted speed limits between 60 km/h and 80 km/h. Bike lane widths should not exceed 2.2 m because the excess width may encourage motorists to drive in the bike lanes. In constrained rights-of-ways and/or for short segments, a reduced width of 1.2 m may be acceptable for bike lanes. Lane widths less than 1.2 m should not be designated or signed as bike lanes. When the available lane width narrows below 1.2 m, bike lane signs and pavement markings should cease, and a "Bike Lane Ends" sign should be posted (refer to TAC Bikeway Traffic Control Guidelines for Canada). If the edge line does continue along a roadway following the termination of a bike lane along with the cycling route, and the available lane width between the edge line and the shoulder/curb of the roadway is less than 1.2 m, then the edge line should be removed or, as a minimum, be allowed to wear off. The risk is that cyclists may attempt to ride in the space provided by the edge line although it is less than 1.2 m in width. Cyclists should not be encouraged to ride in this constrained space since a cyclist could strike a curb and may "bounce" back into the motor vehicle travel lane. Therefore, curbed roadways with edge lines less than 1.2 m from the face of the curb should not typically be signed or marked as bike lanes. Once the edge lines have been removed or have worn away, bicycle route signs supplemented by "share the road" sign tabs		

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should be implemented. That said, the use of edge lines 1.2 m to 1.5 m from the curb can serve as an alternative to formal bike lanes and could be combined with time of day parking restrictions to improve conditions for cycling, especially when children are travelling to and from school and peak commuting hours. The figure below illustrates a typical urban road cross-section standard modified to accommodate bike lanes. The width and number of lanes, distance between the curb and sidewalk and number of sidewalks (one side or both sides) will vary depending on location. **Bike Lanes with On-street Parking** Bike lanes on roads with on-street parking are located to the left of and adjacent to parked vehicles along the curb. Designing this type of cycling facility must take into consideration the potential hazard to cyclists of car doors opening into the travelled portion of the bike lane and impacting a cyclist ("dooring"). In order to allow clearance for vehicle doors, and to minimize collisions with cyclists, the combined bicycle/parking lane should be a minimum of 4.0 m wide. This width for example, allows for a 1.8 m bike lane and a 2.2 m wide curb side-parking stall. The extra width added to the typical 2.0 m wide parking stall provides space for the opening of car doors, and encourages cyclists to travel a safe distance from the parked vehicles. Figure 5.13 provides an illustration of bike lanes adjacent to on-street parking. As an alternative, the width of the bike lane may be reduced to 1.5 m if the parking aisle is greater than 2.4 m wide. Bike lanes on roads with on-street parking should be considered in commercial and		

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residential areas where the demand for and turnover of parking is high, and where commercial and residential property owners may not accept the reduction or prohibition of on-street parking. Where it is not feasible to install dedicated bike lanes, the feasibility of implementing a signed bicycle route (with or without edge lines) or an in-boulevard multi-use trail should be evaluated. Other route alignments may also need to be considered. Where the road right-of-way or other factors limit the opportunity to provide parking bays, standard on-street curb parking should be assumed. For both applications, the desired width of the parking lane should be a minimum of 2.2 m, with the adjacent bike lane 1.8 m.		
5.3.2 Off-Road Routes Active Transportation Pathways within the Road Right-of-Way Multi-use boulevard trails (or in-boulevard trails) are bi-directional off-road trails that are located within the boulevard of a road right-of-way and parallel to motor vehicle travel lanes. They are typically designed for a wide range of users including pedestrians, cyclists, and in-line skaters. A schematic illustration of a street cross-section with a multi-use boulevard trail is provided in Figure 5.14. Although constructed within the road right-of-way, in-boulevard multi-use trails are separated from regular motor vehicle travel lanes through either a change in roadway elevation (a boulevard trail is usually placed at the same height as a sidewalk) and / or by barriers or medians. Motorists may prefer in-boulevard trails because they move cyclists off of the roadway, however pedestrians may be concerned that faster	No change	Maintain existing policy.

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moving bicycle traffic is located in a space that is traditionally reserved for walking. There are also cyclists who are uncomfortable operating in traffic that believe inboulevard trails provide increased safety as cyclists are removed from the motor vehicle traffic stream on a roadway. However, safety professionals and experienced cyclists tend to disagree and collision statistics suggest that cyclists using boulevard trails are more frequently involved in bicycle/motor-vehicle collisions at intersections compared to cyclists riding on road. It is suggested that only when it has been determined that on-road improvements are not feasible along arterial streets, or when a primarily multi-use trail facility is preferred by a municipality over on-road bicycle lanes with sidewalks for pedestrians, that an in-boulevard multi-use trail be considered. To assist in making the decision regarding facility type the following criteria should be considered: <u>Available Rights-of-Way</u> • To accommodate the minimum standard for an in-boulevard multi-use trail, there should be at least 6 m of available right-of-way beyond the edge of the road/back of curb to accommodate a minimum 1.5m setback from the edge of road/back of curb, a minimum 1.0m clear zone free from obstructions on both sides of the trail, and a 3.0 to 3.5 m wide trail. <u>Number of Street and Driveway Intersections</u> • Studies show that cyclists who ride on multi-use		

Policy (include location)	Assessment	Recommendations
trails incur 1.8 times greater risk of being involved in a collision with a motor vehicle than those who ride on a roadway. The risk increases for path users who are traveling against traffic – they have been found to be at 4.5 times the risk as right-way trail travelers because motor vehicle operators are typically not looking for cyclists or other traffic off of the roadway and / or coming from the opposite direction. For this reason, in-boulevard multi-use trails should not be considered when there are frequent intersections. The following thresholds are suggested - more than 12 residential driveways, 6 commercial drives/minor streets, or 3 major street intersections per kilometre. Beyond these thresholds a cyclist would encounter more than 1 driveway every 30 seconds, or 1 street every minute, and the safety and utility of the path deteriorates dramatically. Commercial strips and other areas with heavy vehicular turning movements can also be a risk management concern. <u>Additional Cautions Regarding In-Boulevard Multi-Use Trails</u> In addition to the considerations noted above some of the following additional issues may need to be addressed during detailed design, including • Providing access to destinations located on the opposite side of the street from the trail, • Modifying signal timing to permit non-motorized users to move through an intersection, • Removing obstructions from sight triangles, • Locating crosswalks at a proper distance from the parallel roadway, and		

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• Providing curb cuts and transition areas so that cyclists may access the path from both the parallel and intersecting streets. However, in no instance should development of a multi-use boulevard trail preclude cyclists from using an adjacent roadway. Many cyclists will use the roadway instead of the boulevard trail because they have found the roadway to be more convenient, better maintained, or perceive it to be safer. Some motorists who feel that in all cases cyclists should be on the trail may harass cyclists using the roadway. Active Transportation Pathways outside of the Road Right-of-Way Off-road multi-use trails are bi-directional off-road trails located outside of road rights-of-way, typically in parklands, valley lands, utility corridors and along abandoned rail lines. Although cyclists may choose to remain on parallel on-road routes, off-road multi-use trails should be designed to accommodate a variety of user groups. A review of various cycling and trail design guidelines from throughout North America indicates that standards vary depending upon the trail's location, the anticipated number of users and the permitted uses. The preferred width is typically 3.0 m, which allows for bidirectional flow. On popular, heavily traveled multi-use trails, a width of 3.0 m to 4.0 m should be considered to allow for a wider variety and greater number of users. Signage and/or painted centrelines can be used on asphalt trails to identify separate lanes for opposing directions of travel and encourage the practice of keeping to the right side of the trail unless needing to pass. A schematic illustration of a typical off-road multi-use trail is provided in Figure 5.16.		

Policy (include location)	Assessment	Recommendations
5.3.3 Pedestrian Facilities Pedestrian facilities in the Active Transportation network include: • Off-road multi-use spine trails within or outside the road right-of-way as discussed above; • Secondary trails outside of the road right of way; and • Sidewalks. A sidewalk is located within the road right-of-way but separate from the traveled portion of the roadway. In urban areas where the Active Transportation network includes onroad facilities for cyclists (signed routes, paved shoulders, bike lanes etc.) pedestrians will use sidewalks. Sidewalks are preferred on both sides of all streets in urban areas that are designated as Active Transportation routes, where this cannot be achieved a sidewalk should be provided on at least one side for all streets other than cul-de-sacs and laneways. In locations where traffic volume is extremely low, pedestrians may be able to safely share the street with motor vehicles. Sidewalks are typically constructed of concrete, are a minimum width of 1.5 m and are designed primarily for pedestrians. Ideally the sidewalk also includes a buffer zone of setback from the roadway to separate pedestrians from the road	No change	Maintain existing policy.
Recommendation 5-4 The active transportation network as identified in the Wellington County Active Transportation Plan should be adopted by the County and local municipalities and consideration should be given to including it as a schedule in future updates of the County and local	Modify wording to reflect inclusion as completed	**Recommendation 5-4** The active transportation network as identified in the Wellington County Active Transportation Plan has been adopted by the County and has been included as a schedule in the Official Plan. Consideration should be given to including it as a

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municipal Official Plans (where local Official Plans exist).		schedule in future updates of local municipal Official Plans (where local Official Plans exist).
Recommendation 5-5 Recognize that the Active Transportation network will change over time as new opportunities offered by unopened road allowances, hydro rights-of-way, existing abandoned rail corridors, open green-space and future roadway improvements become available. To respond to new opportunities changes to the network can be approved at the Director level without the need for an Official Plan Amendment.	No change	Maintain existing policy.

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