

Section 5: Decision Making Process



5.1 Implementation

The implementation of this document is executed through the use of the decision making framework outlined in Section 5.2. When starting the design process for a new road or road reconstruction, the design team and project designer will use the templates to gather background information, inform the decision making process, track decisions as they are made, and design the ultimate road section and streets. It is the intention of this document that it be used as a reference text to inform the process and to direct discussions. This document and its guidelines are intended as implementation tools for the Regional Official Plan.

5.1.1 Updates

Flexibility to respond to site specific conditions is built into the guidelines and recommendations of this document. This flexibility allows the design team / project designer to accommodate a variety of streetscape and boulevard conditions for each classification type. If additional flexibility is required or if additional guidelines are to be added, a formal review and approval of those amendments would be required.

5.1.2 Right of Way Width Determination

No additional right of way widths are required as a result of this process. Optimal right of way widths have been recommended for each classification type, but designers have the ability to adjust road elements to fit site specific conditions. As such, it is not the intention of this document to recommend that additional width be secured where narrower right of ways exist, but that the elements of the roadway be considered independently with a specific roadway in mind. It is also the intention of this document to provide guidance through the design process of roads and to potentially help establish minimum road right of ways for future Regional Transportation Corridors.

5.1.3 Construction Costs and Cost Sharing

This document has an overall recommendation to reduce the asphalt width of roadways. This reduction in asphalt width provides the region with a cost savings in road construction. The cost saving could be applied to the boulevard improvements. For new roadway elements such as public art, improved planting, street furniture, accent paving, etc. cost sharing and other funding measures should be investigated. Where possible, funding partners, sponsors and/or development funding measures should be employed. In addition, opportunities should be explored to allow for private streetscaping sponsorship.

5.1.4 Next Steps

As the decision making framework is used to direct the design process for new and reconstructed roadways, its application will be tested and the tracking of decision making will be made. This framework is intended to streamline the design process and identify potential issues early on.

At regular intervals, the framework should be reviewed and new opportunities to streamline the process should be identified. The decision making framework is intended to be an evolving process that responds to the needs of the user (project designer and design team). If amendments to the framework are required, recommendations should be provided to the relevant department directors and the project managers for discussion and approval. If amendments to the decision making framework are made, an information package of the revisions should be provided to all users to ensure that the new process is then used for all road design projects.

5.2 Process Overview

Step 1 **Context**

Determine both the planning / policy context and the physical context for your street. It is important to note that both the planning / policy and physical context may vary over the length of the street.

Step 2 **Confirm Classification**

Confirm the Regional Classification for your street. Refer to the Street Classification Matrix and Regional Transportation Corridor Classification Mapping to confirm.

Step 3 **Produce Objectives**

Considering information collected through Steps 1 and 2, determine high level objectives for the street that include recognition of potential opportunities and constraints with respect to both planning and physical context. These objectives should serve as a 'check and balance' for each decision that is made throughout the process. Objectives may vary over the length of the street in response to context. It is possible that the objectives created in this section may need to be re-visited as the process unfolds.

Step 4 **Street Priorities**

Consider both the Boulevard Elements and the Street Elements that are required to support the priority movement on your street. This step is an iterative process designed to establish the priority of different elements within the right-of-way where there is competition for the physical space available.

Step 5 **Build Your Section**

Step 1 **Context**

Determine the context for your street considering the following:

Part A **Planning Framework & Policy Context**

Regional Official Plan

- What are the key aspects that influence the future role and design of the street? For example:
- What is the planned Right of Way width?
- What is the current and planned adjacent land use? Where applicable, refer to Municipal Official Plans.
- What sensitive areas are in proximity? Eg. natural habitat network, provincially significant wetlands, water resources protection areas, well sensitive areas etc.
- What is the current and planned transit service?

Municipal Policies, Plans and Design Guidelines

- What municipal or township documents apply? E.g. Municipal plans, urban design guidelines and policy documents
- What are the key aspects of each plan that influence the future role and design of the street? For example:
- What is the current and planned adjacent land uses?
- What other policy and guideline documents influence the future of the street? Eg. Strategic Downtown/Uptown Plans, Community Improvement Areas, Urban Design Guidelines etc.

Other

Transportation Master Plan

- What are the key aspects that influence the future role and design of the street?
- How does the improvement support the goals, principles and objectives in the Regional Transportation Master Plan?
- How does the project improve transit service?

Other Regional Policy Documents

- How does the project address objectives in other Regional Policy Documents such as:
- Cycling Master Plan
- Pedestrian Charter

Other Transportation Environmental Assessments

Grand River Conservation Authority

- What are the drainage goals and objectives for the watershed?

Utility Companies

- What are the requirements for the roadway?
- What are the separation distances?

Part B **Physical Context**

Existing Regional Transportation Corridor

- What is the existing Right of Way width?
- What are the current issues?
- What opportunities exist to complete the project as an integrated design with municipal services and utilities?

Open Space and Natural Features

- What and where are natural heritage resources and sensitive areas? (Refer to Part 1, Regional Official Plan)
- What are unique or special physical features? Eg. watercourses, distinct topography, views, mature trees and landscaping etc.
- Are there parks and open spaces (eg. cemeteries, golf courses, community centres, parks)? What uses are accommodated?

Built Form

- What is the character of existing built form?
- Are there cultural heritage resources and listed properties and structures?
- What is the character and vision for planned built form? (eg. scale, density, architectural character)

**Move to
Step 2**

Step 2 Confirm Classification

Determine the Regional Classification for your street. Refer to the Street Classification Matrix and Regional Transportation Corridor Classification Mapping to confirm.

Part A Street Classification



Urban

- Community Connector
- Neighbourhood Connector: Avenue
- Neighbourhood Connector: Main Street
- Residential Connector

Rural

- Rural Connector
- Village Main Street
- Neighbourhood Connector: Main Street

Part B Street Classification

Confirm Priority Mode

Identify the priority mode of movement for the street considering the street classification and the goals, principles, and objectives in the Regional Transportation Master Planning:

- Pedestrians (Active Transportation Priority)
- Cyclists (Active Transportation Priority)
- Transit (Active Transportation Priority)
- Commercial and Private Vehicles (Vehicle Priority)



**Move to
Step 3**

Step 3 Produce Objectives

Considering information collected through Steps 1 and 2, determine high level objectives for the street that include recognition of potential opportunities and constraints with respect to both planning and physical context. These objectives should serve as a 'check and balance' for each decision that is made throughout the process. Objectives created in this section may need to be revisited as the process unfolds.

Part A Consider the Following to Produce Your Objectives



Do your objectives answer the following questions?

- What mode of movement is the priority?
- How are other modes integrated?
- What is the functional role from a transportation perspective?
- What is or should be the character and aesthetics of the street?
- What are the site specific conditions and how should they be addressed?
- What are the opportunities?
- What are the challenges?
- What are your operational vs. qualitative objectives?
- Consider that the objectives may vary over the length of the street.

Part B Produce Your Objectives



Specific Street Objectives

- What mode of movement is the priority?

Move to

- | | |
|-----------|---|
| 4A | Community Connector |
| 4B | Neighbourhood Connector: Avenue |
| 4C | Neighbourhood Connector: Main Street |
| 4D | Residential Connector |
| 4E | Rural Connector |
| 4F | Village Connector |

Step 4A Community Connector

Consider both the Boulevard Elements and the Street Elements that are required to support the priority movement on your street. The following pages provide work sheets to assist in establishing the priority and width of different elements within the right-of-way where there is competition for the available physical space available. Once the work sheets are completed fill in the blanks below.

Start with all of the Elements and Preferred Criteria. Make adjustments by deleting Elements and/or using minimum Criteria.

'Necessary' elements should be considered a given within the street right-of-way. They are the elements that **MUST** be included.

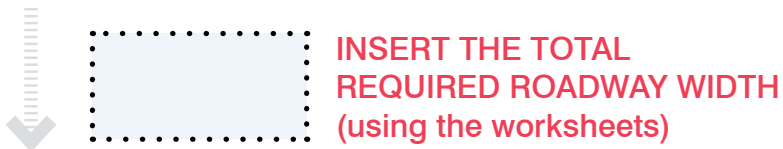
'Important' elements should be considered next to 'Necessary' elements and are elements that **SHOULD** be included.

'Optional' elements are features that **WOULD BE GOOD** to include should space be available.

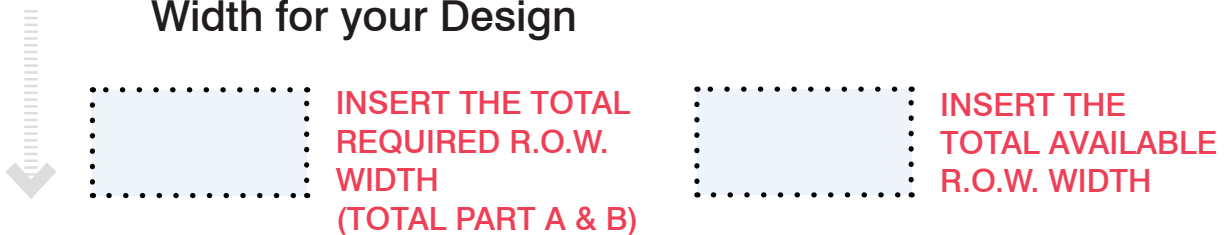
Part A - Determine the Boulevard Elements and Width



Part B - Determine the Roadway Elements and Width



Part C - Determine the require Right of Way Width for your Design



Can the required and desired elements fit within the existing or future right of way?



Part A - Determine the Boulevard Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Pedestrian Clearway (Necessary)	1.80 m	1.5 - 2.1 m		
2a	Landscaping and Site Furnishing Zone (with trees) (Necessary)	3.0 m	2.0 - 3.0 m		
2b	Landscaping and Site Furnishing Zone (without trees) (Necessary)	2.0 m	1.0 - 2.0 m		
3	Buffer zone (Necessary)	0.80 m	0.5 - 0.8 m		
4	Land-Use Transition Zone (Optional)	1.0 m	varies		Range varies by land-use type.
5	Transit Facilities (Necessary)	To be placed within Landscape and Site Furnishing Zone			
6	Decorative Lighting (Optional)	To be free standing			
7	Site Furnishings (Optional)	To be placed within Landscape and Site Furnishing Zone			
8	Utilities (Necessary)	Coordination will be required between the various authorities			
9	Multi-Use Trail (Optional)	3.0 m	3.0 - 4.0 m		
10	Landscape Buffer Zone (Optional)	2.5 m	1.0 - 2.5 m		

Part B - Determine the Roadway Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Transit Priority Lanes (Important)	4.0 m	3.65 - 4.0 m		
2	Cycling Facilities (Optional)	1.5 m	1.25 - 1.5 m		
3	Travel Lanes - Curb / Shoulder (Necessary)	3.35 m	3.35 -3.5 m		
3a	Additional width for Travel Lanes - curb shoulder w/o cycling lanes only (Optional)	0.65 m	n/a		
4	Travel Lanes - Curb Lane with Buggy Traffic (n/a)	n/a	n/a		
5	Travel Lanes - Passing (Important)	3.35 m	3.25 - 3.5 m		
6	Turning Lanes - Right (Important)	3.25 m	n/a		
7	Turning Lanes - Left (Important)	3.25 m	3.0 - 3.35 m		
8	Turning Lanes - Dual Left (Important)	3.50 m	n/a		Avoid use where possible.
9	Turning Lanes - Receiving Dual Left (Important)	4.50 m	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	RECOM	RANGE	WIDTH	COMMENTS
10	Median for Safety and Separation (Optional)	3.0 m	1.75 - 5.0 m		
11	Median for Access Control (Optional)	3.0 m	3.0 - 5.0 m		
12	Mid-Block Median for Refuge (Important)	3.0 m	1.75 - 3.0 m		
13	Median for Infrastructure (Optional)	1.60 m	1.0 - 1.75 m		
14	Parallel Parking (n/a)	n/a	n/a		
15	Curb (Important)	0.50 m	0.21 - 0.5 m		Coordination required between various authorities.
16	Shoulder (Optional)	2.4 m	1.8 - 2.4 m		

Part C - RETURN TO PAGE ONE OF THE
Community Connector WORKBOOK

Compile Recommendations 4A - Page 1

Step 4B Neighbourhood Connector: Avenue

Consider both the Boulevard Elements and the Street Elements that are required to support the priority movement on your street. The following pages provide work sheets to assist in establishing the priority and width of different elements within the right-of-way where there is competition for the available physical space available. Once the work sheets are completed fill in the blanks below.

Start with all of the Elements and Preferred Criteria. Make adjustments by deleting Elements and/or using minimum Criteria.

'Necessary' elements should be considered a given within the street right-of-way. They are the elements that **MUST** be included.

'Important' elements should be considered next to 'Necessary' elements and are elements that **SHOULD** be included.

'Optional' elements are features that **WOULD BE GOOD** to include should space be available.

Part A - Determine the Boulevard Elements and Width



Part B - Determine the Roadway Elements and Width



Part C - Determine the require Right of Way Width for your design



Can the required and desired elements fit within the existing or future right of way?

No → Move to **Step 4G**
 Go back to the top and revisit Elements and Criteria, or Move to Step 4G.

Yes → Move to **Step 5**

Part A - Determine the Boulevard Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Pedestrian Clearway (Necessary)	2.10 m	1.5 - 2.1 m		
2a	Landscaping and Site Furnishing Zone (with trees) (Necessary)	4.0 m	2.0 - 4.0 m		
2b	Landscaping and Site Furnishing Zone (without trees) (Necessary)	2.0 m	1.0 - 2.0 m		
3	Buffer zone (Important)	0.50 m	n/a		
4	Land-Use Transition Zone (Optional)	1.0 m	varies		Range varies by land-use type.
5	Transit Facilities (Necessary)	To be placed within Landscape and Site Furnishing Zone			
6	Decorative Lighting (Optional)	To be building mounted or free standing			
7	Site Furnishings (Optional)	To be placed within Landscape and Site Furnishing Zone			
8	Utilities (Necessary)	Coordination will be required between the various authorities			
9	Multi-Use Trail (Optional)	3.0 m	3.0 - 4.0 m		
10	Landscape Buffer Zone (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Transit Priority Lanes (Important)	4.0 m	3.65 - 4.0 m		
2	Cycling Facilities (Important)	1.25 m	1.25 - 1.5 m		
3	Travel Lanes - Curb / Shoulder (Necessary)	3.35 m	3.35 -3.5 m		
3a	Additional width for Travel Lanes - curb shoulder w/o cycling lanes only (Optional)	0.65 m	n/a		
4	Travel Lanes - Curb Lane with Buggy Traffic (n/a)	n/a	n/a		
5	Travel Lanes - Passing (Important)	3.35 m	3.25-3.35 m		
6	Turning Lanes - Right (Important)	3.25 m	n/a		
7	Turning Lanes - Left (Important)	3.25 m	3.0 - 3.35 m		
8	Turning Lanes - Dual Left (Optional)	3.50 m	n/a		Avoid use where possible.
9	Turning Lanes - Receiving Dual Left (Optional)	4.50 m	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	RECOM	RANGE	WIDTH	COMMENTS
10	Median for Safety and Separation (Optional)	3.0 m	1.75 - 5.0 m		
11	Median for Access Control (Optional)	3.0 m	3.0 - 5.0 m		
12	Mid-Block Median for Refuge (Important)	3.0 m	1.75 - 5.0 m		
13	Median for Infrastructure (Optional)	1.60 m	1.0 - 1.75 m		
14	Parallel Parking (Optional)	2.4 m	2.0 - 2.4 m		
15	Curb (Important)	0.50 m	0.21 - 0.5 m		Coordination required between various authorities.
16	Shoulder (Optional)	2.4 m	1.8 - 2.4 m		

Part C - RETURN TO PAGE ONE OF THE
URBAN NEIGHBOURHOOD: AVENUE
CONNECTOR WORKBOOK



► Compile Recommendations 4B - Page 1

Step 4C Neighbourhood Connector: Main Street

Consider both the Boulevard Elements and the Street Elements that are required to support the priority movement on your street. The following pages provide work sheets to assist in establishing the priority and width of different elements within the right-of-way where there is competition for the available physical space available. Once the work sheets are completed fill in the blanks below.

Start with all of the Elements and Preferred Criteria. Make adjustments by deleting Elements and/or using minimum Criteria.

'Necessary' elements should be considered a given within the street right-of-way. They are the elements that **MUST** be included.

'Important' elements should be considered next to 'Necessary' elements and are elements that **SHOULD** be included.

'Optional' elements are features that **WOULD BE GOOD** to include should space be available.

Part A - Determine the Boulevard Elements and Width



Part B - Determine the Roadway Elements and Width



Part C - Determine the require Right of Way Width for your Design



Can the required and desired elements fit within the existing or future right of way?

No → Move to **Step 4G**
 Go back to the top and revisit Elements and Criteria, or Move to Step 4G.

Yes → Move to **Step 5**

Part A - Determine the Boulevard Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Pedestrian Clearway (Necessary)	2.5 m	1.5 - 2.5 m		
2a	Landscaping and Site Furnishing Zone (with trees) (Important)	3.0 m	2.0 - 3.0 m		
2b	Landscaping and Site Furnishing Zone (without trees) (Important)	2.0 m	1.0 - 2.0 m		
3	Buffer zone (Important)	0.50 m	n/a		
4	Land-Use Transition Zone (Important)	1.0 m	varies		Range varies by land-use type.
5	Transit Facilities (Necessary)	To be placed within Landscape and Site Furnishing Zone			
6	Decorative Lighting (Optional)	To be building mounted or free standing			
7	Site Furnishings (Important)	To be placed within Landscape and Site Furnishing Zone			
8	Utilities (Necessary)	Coordination will be required between the various authorities			
9	Multi-Use Trail (n/a)	n/a	n/a		
10	Landscape Buffer Zone (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Transit Priority Lanes (Important)	4.0 m	3.65 - 4.0 m		
2	Cycling Facilities (Important)	1.25 m	1.0 - 1.5 m		
3	Travel Lanes - Curb / Shoulder (Necessary)	3.25 m	3.05 -3.5 m		
3a	Additional width for Travel Lanes - curb shoulder w/o cycling lanes only (Optional)	0.65 m	n/a		
4	Travel Lanes - Curb Lane with Buggy Traffic (n/a)	n/a	n/a		
5	Travel Lanes - Passing (Important)	3.25 m	3.25-3.35 m		
6	Turning Lanes - Right (Important)	3.25 m	n/a		
7	Turning Lanes - Left (Important)	3.25 m	3.0 - 3.35 m		
8	Turning Lanes - Dual Left (n/a)	n/a	n/a		Avoid use where possible.
9	Turning Lanes - Receiving Dual Left (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	RECOM	RANGE	WIDTH	COMMENTS
10	Median for Safety and Separation (n/a)	n/a	n/a		
11	Median for Access Control (n/a)	n/a	n/a		
12	Mid-Block Median for Refuge (n/a)	n/a	n/a		
13	Median for Infrastructure (n/a)	n/a	n/a		
14	Parallel Parking (Optional)	2.4 m	2.0 - 2.4 m		
15	Curb (Necessary)	0.50 m	0.21 - 0.5 m		Coordination required between various authorities.
16	Shoulder (n/a)	n/a	n/a		

Part C - RETURN TO PAGE ONE OF THE URBAN NEIGHBOURHOOD: MAIN STREET CONNECTOR WORKBOOK



► Compile Recommendations 4C - Page 1

Step 4D Residential Connector

Consider both the Boulevard Elements and the Street Elements that are required to support the priority movement on your street. The following pages provide work sheets to assist in establishing the priority and width of different elements within the right-of-way where there is competition for the available physical space available. Once the work sheets are completed fill in the blanks below.

Start with all of the Elements and Preferred Criteria. Make adjustments by deleting Elements and/or using minimum Criteria.

'Necessary' elements should be considered a given within the street right-of-way. They are the elements that **MUST** be included.

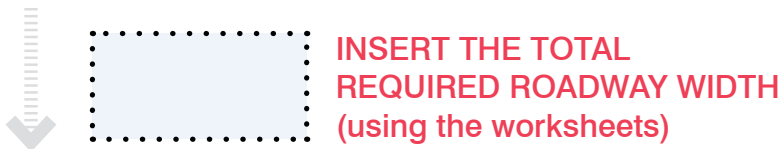
'Important' elements should be considered next to 'Necessary' elements and are elements that **SHOULD** be included.

'Optional' elements are features that **WOULD BE GOOD** to include should space be available.

Part A - Determine the Boulevard Elements and Width



Part B - Determine the Roadway Elements and Width



Part C - Determine the require Right of Way Width for your Design



Can the required and desired elements fit within the existing or future right of way?

No → Move to **Step 4G**
 Go back to the top and revisit
 Elements and Criteria, or
 Move to Step 4G.

Yes → Move to **Step 5**

Part A - Determine the Boulevard Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Pedestrian Clearway (Necessary)	1.8 m	1.5 - 2.1 m		
2a	Landscaping and Site Furnishing Zone (with trees) (Important)	3.0 m	2.0 - 3.0 m		
2b	Landscaping and Site Furnishing Zone (without trees) (Important)	2.0 m	1.0 - 2.0 m		
3	Buffer zone (Optional)	0.50 m	n/a		
4	Land-Use Transition Zone (Necessary)	1.0 m	varies		Range varies by land-use type.
5	Transit Facilities (Necessary)	To be placed within Landscape and Site Furnishing Zone			
6	Decorative Lighting (Optional)	To be building mounted or free standing			
7	Site Furnishings (Optional)	To be placed within Landscape and Site Furnishing Zone			
8	Utilities (Necessary)	Coordination will be required between the various authorities			
9	Multi-Use Trail (Optional)	3.0 m	3.0 - 4.0 m		
10	Landscape Buffer Zone (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Transit Priority Lanes (Important)	4.0 m	3.65 - 4.0 m		
2	Cycling Facilities (Important)	1.25 m	1.0 - 1.5 m		
3	Travel Lanes - Curb / Shoulder (Necessary)	3.35 m	3.35 -3.5 m		
3a	Additional width for Travel Lanes - curb shoulder w/o cycling lanes only (Optional)	0.65 m	n/a		
4	Travel Lanes - Curb Lane with Buggy Traffic (n/a)	n/a	n/a		
5	Travel Lanes - Passing (Important)	3.35 m	3.25-3.35 m		
6	Turning Lanes - Right (Important)	3.25 m	n/a		
7	Turning Lanes - Left (Important)	3.25 m	3.0 - 3.35 m		
8	Turning Lanes - Dual Left (n/a)	n/a	n/a		Avoid use where possible.
9	Turning Lanes - Receiving Dual Left (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	RECOM	RANGE	WIDTH	COMMENTS
10	Median for Safety and Separation (Optional)	3.0 m	1.75 - 5.0 m		
11	Median for Access Control (Optional)	3.0 m	3.0 - 4.75 m		
12	Mid-Block Median for Refuge (Important)	3 m	1.75 - 5.0 m		
13	Median for Infrastructure (Optional)	1.60 m	1.0 - 1.75 m		
14	Parallel Parking (Optional)	2.4 m	2.0 - 2.4 m		
15	Curb (Important)	0.50 m	0.21 - 0.5 m		Coordination required between various authorities.
16	Shoulder (Optional)	2.4 m	1.8 - 2.4 m		

Part C - RETURN TO PAGE ONE OF THE RURAL CONNECTOR WORKBOOK



➤ Compile Recommendations 4D - Page 1

Step 4E Rural Connector

Consider both the Boulevard Elements and the Street Elements that are required to support the priority movement on your street. The following pages provide work sheets to assist in establishing the priority and width of different elements within the right-of-way where there is competition for the available physical space available. Once the work sheets are completed fill in the blanks below.

Start with all of the Elements and Preferred Criteria. Make adjustments by deleting Elements and/or using minimum Criteria.

'Necessary' elements should be considered a given within the street right-of-way. They are the elements that **MUST** be included.

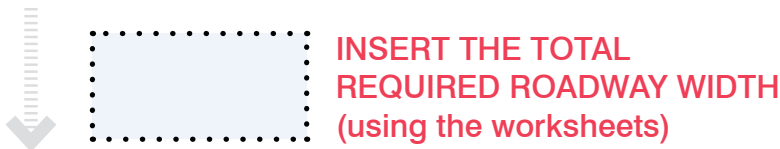
'Important' elements should be considered next to 'Necessary' elements and are elements that **SHOULD** be included.

'Optional' elements are features that **WOULD BE GOOD** to include should space be available.

Part A - Determine the Boulevard Elements and Width



Part B - Determine the Roadway Elements and Width



Part C - Determine the require Right of Way Width for your Design



Can the required and desired elements fit within the existing or future right of way?

No → Move to **Step 4G**
 Go back to the top and revisit Elements and Criteria, or Move to Step 4G.

Yes → Move to **Step 5**

Part A - Determine the Boulevard Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Pedestrian Clearway (Optional)	2.1 m	1.5 - 2.1 m		
2a	Landscaping and Site Furnishing Zone (with trees) (Important)	3.0 m	2.0 - 3.0 m		
2b	Landscaping and Site Furnishing Zone (without trees) (Optional)	2.0 m	1.0 - 2.0 m		
3	Buffer zone (n/a)	n/a	n/a		
4	Land-Use Transition Zone (n/a)	n/a	n/a		Range varies by land-use type.
5	Transit Facilities (Optional)	To be placed within Landscape and Site Furnishing Zone			
6	Decorative Lighting (Optional)	To be free standing			
7	Site Furnishings (n/a)	n/a			
8	Utilities (Necessary)	Coordination will be required between the various authorities			
9	Multi-Use Trail (Optional)	3.0 m	3.0 - 4.0 m		
10	Landscape Buffer Zone (Optional)	2.5 m	1.0 - 2.5 m		

Part B - Determine the Roadway Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Transit Priority Lanes (Optional)	4.0 m	3.65 - 4.0 m		
2	Cycling Facilities (Important)	1.25 m	1.0 - 1.5 m		
3	Travel Lanes - Curb / Shoulder (Necessary)	3.35 m	3.35 -3.5 m		
3a	Additional width for Travel Lanes - curb shoulder w/o cycling lanes only (Optional)	1.0 m	n/a		
4	Travel Lanes - Curb Lane with Buggy Traffic (Important)	4.85 m	4.0 - 4.65 m		
5	Travel Lanes - Passing (Important)	3.35 m	3.25-3.35 m		
6	Turning Lanes - Right (Important)	3.25 m	n/a		
7	Turning Lanes - Left (Important)	3.25 m	3.0 - 3.35 m		
8	Turning Lanes - Dual Left (n/a)	n/a	n/a		Avoid use where possible.
9	Turning Lanes - Receiving Dual Left (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	RECOM	RANGE	WIDTH	COMMENTS
10	Median for Safety and Separation (Optional)	3.0 m	1.75 - 5.0 m		
11	Median for Access Control (Optional)	3.0 m	3.0 - 4.75 m		
12	Mid-Block Median for Refuge (n/a)	n/a	n/a		
13	Median for Infrastructure (Optional)	1.60 m	1.0 - 1.75 m		
14	Parallel Parking (n/a)	n/a	n/a		
15	Curb (n/a)	n/a	n/a		Coordination required between various authorities.
16	Shoulder (Necessary)	2.4 m	1.8 - 2.4 m		

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Step 4F Rural Village - Main Street Connector

Consider both the Boulevard Elements and the Street Elements that are required to support the priority movement on your street. The following pages provide work sheets to assist in establishing the priority and width of different elements within the right-of-way where there is competition for the available physical space available. Once the work sheets are completed fill in the blanks below.

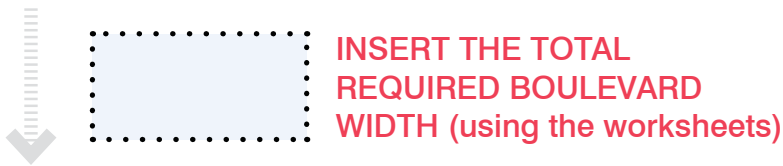
Start with all of the Elements and Preferred Criteria. Make adjustments by deleting Elements and/or using minimum Criteria.

'Necessary' elements should be considered a given within the street right-of-way. They are the elements that **MUST** be included.

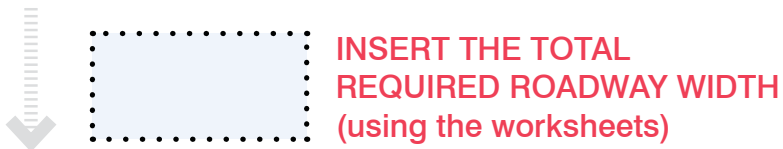
'Important' elements should be considered next to 'Necessary' elements and are elements that **SHOULD** be included.

'Optional' elements are features that **WOULD BE GOOD** to include should space be available.

Part A - Determine the Boulevard Elements and Width



Part B - Determine the Roadway Elements and Width



Part C - Determine the require Right of Way Width for your Design



Can the required and desired elements fit within the existing or future right of way?

No → Move to **Step 4G**
 Go back to the top and revisit Elements and Criteria, or Move to Step 4G.

Yes → Move to **Step 5**

Part A - Determine the Boulevard Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Pedestrian Clearway (Necessary)	2.1 m	1.5 - 2.1 m		
2a	Landscaping and Site Furnishing Zone (with trees) (Optional)	3.0 m	2.0 - 3.0 m		
2b	Landscaping and Site Furnishing Zone (without trees) (Optional)	2.0 m	1.0 - 2.0 m		
3	Buffer zone (Optional)	0.5 m	n/a		
4	Land-Use Transition Zone (Optional)	1.0 m	varies		Range varies by land-use type.
5	Transit Facilities (Necessary where required)	To be placed within Landscape and Site Furnishing Zone			
6	Decorative Lighting (Optional)	To be building mounted or free standing			
7	Site Furnishings (Optional)	To be placed within Landscape and Site Furnishing Zone			
8	Utilities (Necessary)	Coordination will be required between the various authorities			
9	Multi-Use Trail (n/a)	n/a	n/a		
10	Landscape Buffer Zone (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	PREFERRED	RANGE	WIDTH	COMMENTS
1	Transit Priority Lanes (Optional)	4.0 m	3.65 - 4.0 m		
2	Cycling Facilities (Important)	1.25 m	1.0 - 1.5 m		
3	Travel Lanes - Curb / Shoulder (Necessary)	3.25 m	3.05 -3.5 m		
3a	Additional width for Travel Lanes - curb shoulder w/o cycling lanes only (Optional)	1.0 m	n/a		
4	Travel Lanes - Curb Lane with Buggy Traffic (Important)	4.85 m	4.0 - 4.85 m		
5	Travel Lanes - Passing (Important)	3.25 m	3.25-3.35 m		
6	Turning Lanes - Right (Important)	3.25 m	n/a		
7	Turning Lanes - Left (Important)	3.25 m	3.0 - 3.35 m		
8	Turning Lanes - Dual Left (n/a)	n/a	n/a		Avoid use where possible.
9	Turning Lanes - Receiving Dual Left (n/a)	n/a	n/a		

Part B - Determine the Roadway Elements

#	ELEMENT	RECOM	RANGE	WIDTH	COMMENTS
10	Median for Safety and Separation (Optional)	3.0 m	1.75 - 5.0 m		
11	Median for Access Control (Optional)	3.0 m	3.0 - 4.75 m		
12	Mid-Block Median for Refuge (Optional)	3.0 m	1.75 - 5.0 m		
13	Median for Infrastructure (n/a)	n/a	n/a		
14	Parallel Parking (Optional)	2.4 m	2.0 - 2.4 m		
15	Curb (Necessary)	0.5 m	0.21 - 0.5 m		Coordination required between various authorities.
16	Shoulder (n/a)	n/a	n/a		

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Step 4G Options

In some cases, using only Necessary Elements and minimum Preferred Criteria may not fit within the street right-of-way. In these cases, other options could be explored to achieve the space required. Other Options include the following:

Land Acquisition

- Land acquisition could be explored to achieve the additional space required to meet the objectives of your street.

Re-visit the Classification

- It could be possible that the classification of the street, or portion of the street, may need to be revised.

Development Setbacks

- Where redevelopment is anticipated, a building setback could be applied to achieve the additional space required to meet the objectives of your street.
- The property included in the setback would remain in private ownership but would be used for public access.
- This requirement is not typically within the Region's jurisdiction. Recommendations for setbacks would be coordinated with the municipalities and townships.

Other

Step 5 **Build Your Section**