

PART 6 TRANSPORTATION

6.1. TRANSPORTATION

6.1.1. Introduction

It is the Town intent to ensure major goods movement facilities and corridors are protected for the long term and to ensure a safe and adequate system for the movement of people and goods throughout the Town, including active transportation. This system includes the public road network, the rail system for freight and passenger service, trails and bikes.

6.1.2. Objectives

- (a) To develop *complete streets* which provides the *infrastructure* support for *complete communities* where neighbourhoods are well connected to each other, commercial areas, *employment areas*, and community facilities with a safe and efficient transportation network that accommodates all users on all roads.
- (b) To reduce car dependence, support active transportation and an efficient sustainable *transportation system*.
- (c) To develop and maintain a suitable road hierarchy within the Town.
- (d) To maintain the road system within the Town jurisdiction in accordance with the Road Needs Study and the 10 Year Capital Budget.
- (e) To promote municipal and interregional transit service within and to the Town.
- (f) To promote GO transit commuter rail service to the Town.
- (g) To maintain and improve connectively within and among *transportation systems* and modes of travel, including connections which cross jurisdictional boundaries.
- (h) To integrate land use and transportation considerations at all stages of the planning process.
- (i) To ensure that the establishment of a possible new escarpment linkage or the expansion of existing escarpment crossings does not occur within the Town in order to assist in the preservation of the Town's *Specialty Agricultural* lands in keeping with the Regional Smart Growth Strategy.
- (j) To efficiently use existing and planned *infrastructure* through transportation demand management strategies.

6.1.3. Transportation Corridors

- (a) *Development* shall not be permitted in planned corridors that could preclude or hinder or negatively affect the use of the corridor for the purpose(s) for which it was identified.
- (b) New *development* proposed on *adjacent lands* to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize *negative impacts* on and from the corridor and transportation facilities.
- (c) The Town supports the establishment of new *transportation corridors* provided that:
 - (i) There are no *negative impacts* on existing stable neighbourhoods and communities;
 - (ii) There are no additional pressures created for *development* on *Specialty Agricultural* lands, and
 - (iii) The corridor is consistent with the Region's Smart Growth Strategy.

6.1.4. Road Network

- (a) The road network within the Town as identified on Schedule 'D1' of this Plan consists of Provincial highways (Queen Elizabeth Way), the Regional road system and the municipal road system.
- (b) The road network shall be planned and implemented in accordance with the following functional classification:

- (i) Provincial Highways

Provincial highways provide strategic inter-regional links in the road network. Within the Town, the Queen Elizabeth Way is a controlled access expressway with a limited number of interchanges with strategic Regional and local roads. Right-of-way widths, setback standards, access standards and control over adjacent signage are within the jurisdiction of the Ministry of Transportation.

- (ii) Regional Roads

Regional roads provide strategic links in the Regional and local road network and generally fulfil an arterial road function. Such roads generally carry large volumes of traffic within and through the Town and must be designed and maintained to ensure the safety of pedestrians and cyclists.

The Wine Route and the Victoria Avenue Market Greenway, as identified on Schedule 'D1', provides key functions related to tourism. Within the rights-of-way of these important routes, special provisions for alternative *development* standards and design treatments shall be established. The design of these roads will recognize existing *development* patterns, and shall incorporate where appropriate, on-street

parking, bicycle paths and enhanced landscaping. The Town will work with the Region to ensure that the following key principles are considered in the future improvement of these roads:

- Develop a program of coordinated signage to identify and market the themes promoted along the Regional roads;
- Enhance the visual appeal of the Regional roads through streetscape treatment which should include trees and other landscape upgrading, special lighting and banners;
- Encourage high quality *redevelopment* of properties along the Regional roads. Buildings should be oriented to front, face and feature the road. Large parking areas should be located behind or at the side of buildings and, where visible from the road, must include substantial landscape treatment;
- Develop gateways to define special precincts along the route, to disseminate information and to mark entrances to the Ball's Falls Heritage Conservation Area, the Beamsville, Vineland and Jordan Central Business Districts and Prudhommes; and
- Discourage further right-of-way and/or pavement width widening, except to accommodate cycling facilities and/or on street parking within the identified *Settlement areas*, where appropriate.

(iii) Local Roads

Local roads provide direct access to abutting properties and complete the road network within the Town. Such roads can provide a collector road function which carries a medium to high volume of traffic generally within *Settlement areas*. Collector roads shall have a right-of-way width of 23 metres with the balance of local roads with a right-of-way width of 20 metres.

Private roads created through the condominium process shall be a minimum of 6 metres.

- (c) To ensure the structural and functional integrity of the local road system, The Town shall maintain an up-to-date Road Needs Study and 10 Year Capital Budget in order to prioritize necessary road improvements.
- (d) The Town will use urban design policies and standards for all road construction and improvement projects to ensure the road design supports active transportation, safety for all road users (including farm operators with large, slow moving farm vehicles/machinery) and complements adjacent land uses.
- (e) Road resurfacing and reconstruction will be viewed as an opportunity for improving *infrastructure* for all modes of travel.

- (f) On local roads, dedicated one side parking shall be established. On arterial and collector roads within *Settlement areas*, on-street parking shall be promoted to reduce the speed of traffic.
- (g) The Town shall consider establishment of truck routes in order to avoid traffic conflicts within residential neighbourhoods. Trucks not engaged in making deliveries shall be prohibited within residential subdivisions.
- (h) Access location and design shall be properly controlled by the respective road jurisdiction to prevent traffic hazards and restrictions to roadside drainage.
- (i) A grid street pattern and safe convenience pedestrian road crossings are encouraged. Dead ends, cul-de-sacs and wide roads are discouraged because they decrease neighbourhood connectivity and present barriers to efficient, safe pedestrian and bicycle movement.

6.1.5. Bikeway Network

The Town shall assist in the implementation of the Regional Bikeway Network within the Town to develop an on-road primary bikeway network. Secondary and tertiary on-road routes will also be developed to support the Regional Niagara Bicycling Network. The Regional Bikeway Network is identified on Schedules 'D2', 'D3', 'D4' and 'D5' of this Plan.

6.1.6. GO Transit

The Town shall make every effort to promote GO Transit commuter service through the Town. Station facilities shall be coordinated with interregional bus services and any local taxi services. A future site for transit has been identified on Schedule 'A2'. No *development* will be permitted which prohibits the site from being utilized for future transit use.

6.1.7. Freight Rail Service

It shall be a policy of The Town to support freight rail service to industrial areas in the Town. Rail sidings shall be encouraged in industrial areas to serve more than one industry. The Town shall make every effort to limit conflicts with vehicular traffic and adjacent land uses.

- (a) Consultation is required with Canadian National Railway, where applicable, for any *development, redevelopment or site alteration* adjacent to or within the vicinity of railway main line or spur line right-of-ways. Noise, vibration, drainage and other studies may be required in the evaluation of *development, redevelopment or site alteration*. Noise and vibration attenuation, minimum building, structure and use setbacks from the rail right-of-way, berming, buffering, safety features, and other mitigative measures may be required, as well as safety clauses, warning clauses, environmental easements and assigning of rights-of way.

6.2. ACTIVE TRANSPORTATION

6.2.1. Introduction

Walking, hiking and bicycling are both considered valuable means of transportation, and a key component of the tourism attraction inventory in the Town. Facilities associated with walking, hiking and cycling are related to the physical environment, and, as such, the following objectives and policies reflect the Town aspirations and priorities. The Trail and Bikeway System is identified on Schedules 'D2', 'D3', 'D4' and 'D5' of this Plan.

6.2.2. Objectives

- (a) To encourage walking, hiking and bicycling, and work towards a safe, user-friendly environment in the Town that will enhance the overall quality of life and will help to promote tourism.
- (b) To ensure a connected network for pedestrians and cyclists linking destinations such as retail areas and *employment area* to residential areas.
- (c) To promote trail use safety through education and enforcement initiatives.
- (d) To recognize and support walking, hiking and cycling as environmentally sustainable forms of transportation for utilitarian and recreational purposes.
- (e) To promote walking, hiking and cycling as key components of the Town tourism experience in partnership with the Region, the Niagara Peninsula Conservation Authority, the private sector and other agencies.
- (f) To support a Regional Trails Network and related *infrastructure* that is planned, designed, constructed, and maintained according to recognized environmental and engineering standards and/or guidelines.
- (g) To incorporate walking, hiking and cycling in the Town land use and transportation planning activities.
- (h) To encourage and ensure the integration of the variety of trail facilities within the Town, including the Regional Bicycling Network, the Bruce Trail, the Waterfront Trail, the Twenty Valley Trail and other networks outside of the Town with external funding partners.
- (i) To maximize the annual improvements for trails with the aim of completing major continuous segments of the Trail Network in as timely a manner as possible.
- (j) To promote a land use pattern, density and a mix of uses to minimize the length and number of vehicle trips to support current and future use of transit and active transportation.

6.2.3. Policies

- (a) Ensure implementation of the overall Trails Network where it follows municipal roads, and facilitate implementation elsewhere, in cooperation with the Region, the Niagara Peninsula Conservation Authority, other agencies having jurisdiction and landowners. It is the intent of the Town that continuous and safe linkages are established through capital works and related programs, including partnerships with the private sector.
- (b) Adopt provincially and/or nationally recognized environmental and engineering standards as guidelines to assist in the planning and design of trail facilities on the Trails Network.
- (c) Prior to the design and construction of a trail or related facility, design issues including land use compatibility, safety and operational matters will be considered as well as the cultural, scenic and other environmental attributes through which the designated routes pass.
- (d) Request other agencies to plan and develop trails and facilities, and that these organizations and utility companies consider provisions for the safety and convenient use in their planning documents and proposed capital works budgets.
- (e) Support in the protection of abandoned rail lines, unopened road allowances and other linear corridors for off-road trails; consider the various means to protect such corridors; and ensure that the Zoning By-law contains minimum provisions for safe and secure parking and trail head facilities in high activity areas.
- (f) Recognize that trail routes located on private property will only remain open with the approval of the property owner.
- (g) Pedestrian walking trails, hiking trails, cycling routes, access points and educational/interpretive displays shall be permitted within all land use designations.
- (h) Requests to close road allowances and road allowances leading to Lake Ontario will only be considered if alternative public access is made available.
- (i) Where *development* within the Settlement Area is proposed along Lake Ontario:
 - (i) Public Access to the shoreline shall be provided;
 - (ii) Efforts shall be made to maintain a view of the shoreline from beyond the *development*;
 - (iii) Where feasible, the shoreline should be maintained in, or restored to a naturally vegetated state; and
 - (iv) Suitable shoreline lands shall be dedicated to an appropriate public agency where such lands would provide public benefits or are identified as part of a planned public trail system. Normally these lands shall be located above the top of bank.