

**Report to:**

Town of Huntsville

**From:**

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**Subject:**

Town of Huntsville Active Transportation Oriented Official Plan Policies

**Date:**

April 8, 2015

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**Overview**

This report provides the planning staff at the Town of Huntsville with recommendations for integrating active transportation oriented policies to the Town's Official Plan.

As part of this work we reviewed the Town's Official Plan to look for improvements and policy gaps that could be addressed with additional content. The intent of this Project is to recommend Official Plan policy language that supports the Municipality in its efforts to improve active transportation and there-by better influence the overall health and economic well-being of the community through:

- new (re)development
- transportation projects
- land use planning and design
- park planning and design
- development application review processes
- active transportation specific projects.

As they all relate to each other, Official Plan policies and concepts dealing with Healthy Community Design, Urban Design, and Active Transportation have all been considered in the development of the policy suggestions of this Project.

Staff will be able to take the recommendations developed from this Project and build on the other recent work and policy direction the Town has completed (specifically: the Active Transportation Plan developed



with the assistance of Ryerson University Planning students; and, the strategic near-term active transportation oriented actions plan currently being implemented). By developing clear Official Plan policies relating to active transportation the Town will have a framework from which to develop work programs, projects, updated regulations, and partnerships associated with active transportation that will support the overall livability of the community in this regard. This will also influence other areas of community life such as economic activity, community health, development, and aging in place.

This report defines many different policies that could be integrated into the Town's Official Plan. However, it is recommended that staff determine which of the recommendations (as a whole) are most appropriate for the community. This may mean that a number of the recommendations are determined to be less appropriate or fitting, when considered with all the other aspects staff need to be cognizant of in relation to the entire Official Plan. Therefore, the process to refine the final set of OP policy recommendations should be based on a process for citizen engagement, dialog, and education.

### **Project Phases**

Below is a list of the steps that were undertaken taken as part of the Project:

1. **Review of Official Plan:** Examining the OP in terms of its support and direction relating to active transportation.
2. **Public Discussion Workshop:** open public meeting held to discuss active transportation priorities and challenges. The event was intended to gather information from interested citizens through an open discussion forum and included a series of short presentations relating to the importance of active transportation in terms of community livability, well-being, and economic development. After the presentations the participants were invited to provide their insights relating to a variety of aspects connected to active transportation. These included the people, priorities, and projects that they thought would be worth considering to improve active transportation within the community.
3. **Policy Workshop:** staff/technical review team meeting with municipal staff to discuss the importance and challenges associated with active transportation within the community. This discussion was as diverse in content as the public event was. In this case the direction and concerns were equally varied, including: decision-making; complete streets; year-round use of trails; connectivity; and, safe cycling routes and walkability to support tourism.
4. **Review of Official Plan Policies:** a review of numerous other community Official Plans to determine appropriate active transportation supportive policies that could be adapted for the Town of Huntsville
5. **Development of Official Plan Policies:** crafting of suggested policies to support active transportation in the community



The results from the analysis and the discussions that were part of the Project were all taken into consideration in a balanced approach. These were then integrated into the final policy language recommendations listed in the following pages.

### **Next Steps**

Once staff has had the opportunity to review the suggested policies defined here there are a number of key steps that should be taken prior to amending the Official Plan. These are not all the details that need to be considered, but are important enough to note here for staff and Council consideration:

- Review all recommendations with key Town departments
- Provide an opportunity for Council to discuss and comment on the policy suggestions with planning staff
- Provide citizens with the necessary descriptions and explanations of how these policies would be used
- Develop a complete citizen information and engagement program associated with the revised active transportation policies for the Official Plan
- Amend, and develop the final list of specific policy changes for adoption into the Official Plan.

The following is a listing of the suggested policy language for the Official Plan that could help support active transportation improvements throughout the community. Note that these policy recommendations have not been categorized, or prioritized, in any way other than when explicitly identified in the text below.

It is expected that staff will review all these policy suggestions and determine the most appropriate course of action for including them in future updates of the Official Plan. This review should be conducted with input from the various different municipal departments, and elected officials. It is also expected that any updates to the Official Plan using these, or amended policies, will be done through the typical processes that include opportunities for public input. Of particular note on the issue of citizen participation, it was identified through this Project that key groups of people should be included in the next steps: Persons with disabilities; Youth Committees; Skate Board Users; Young Families with Children; Seasonal Residents; Developers; Representatives from Education Institutions; Businesses (particularly those associated with tourism).



## Official Plan Policy Recommendations to Support Active Transportation

### Amended Policy Language

This first section of recommendations are specific to the active transportation oriented language that staff provided. For each of these, specific edits have been suggested that are intended to improve these policies in terms of clarity and effectiveness.

#1 - Policy Language Recommendation	Official Plan Section
<p><i>“Improvements to road and pedestrian access in and through the town will be required as growth progresses, and will be identified through the preparation of appropriate <del>traffic</del> transportation studies that take into account all modes of transportation, and open-space initiatives.”</i></p>	Section 2.4.8.5 Municipal Infrastructure (Objectives)
	<b>Intent</b>
	a) Ensures that the scope of transportation studies go beyond just “traffic” and address the impacts and needs of all modes of transportation, including active modes.
#2 - Policy Language Recommendation	Official Plan Section
<p><i>“The Town <del>shall develop a community wide network of</del> <del>encourages the development and expansion of</del> non-motorized corridors (e.g. pads, trails, sidewalks, bike lanes and portages) throughout the municipality <u>that support active transportation as a viable, convenient, functional, and appealing modes of transportation for daily activity and recreation. The provision of the necessary infrastructure, easements, dedications, et cetera, for the development of this network shall be a condition of development approval.</u>”</i></p>	Section 2.4.8.6 Municipal Infrastructure (Objectives)
	<b>Intent</b>
	<p>a) Defines this as an action item by replacing “encourages” with “shall develop”.</p> <p>b) Clearly defines the different aspects of active transportation that need to be addressed to have a highly functioning system (ie. viable, convenient, functional, appealing, for daily activity and recreation)</p> <p>c) Makes the development of this network a condition of development, just as any other transportation infrastructure</p>



	for cars, such as roads and parking.
<b>#3 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“Walking and bicycle <del>trails linking</del> linkages, and associated amenities (such as benches, bicycle parking, wayfinding signage, et cetera) to provide the necessary infrastructure for active transportation shall be provided between the development and to other facilities and the community as a whole <del>should be provided and shall also be a condition of development</del>”</i></p>	Section 4.2.4.1 Residential Design (Huntsville Urban Settlement Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines this as an action item by replacing “should” with “shall”.</li> <li>b) Defines the network and end of trip facilities and amenities needed for a functional and successful active transportation system.</li> <li>c) Makes it a condition of development</li> </ul>
<b>#4 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>(Hidden Valley Settlement Area) “An integrated, interconnected public trail and pathway system, and associated amenities (such as benches, bicycle parking, wayfinding signage, et cetera) to provide the necessary infrastructure for active transportation, shall be developed throughout the settlement, and shall be a condition of development approvals. <del>Development proposals shall contribute to the trail system when required. The development and interconnection</del> <u>Interconnected</u> of recreational trails within hidden Valley and into the Huntsville urban area shall be considered as part of this active transportation system <del>is actively promoted</del> and shall also be a condition of development.”</i></p>	Section 5.2.7 Development Policies (Hidden Valley Settlement Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines the network and end of trip facilities and amenities needed for a functional and successful active transportation system.</li> <li>b) Ensures that the creation of the system is a condition of development approval.</li> <li>c) Identifies the trail links as part of the active transportation system, not just a recreational amenity.</li> <li>d) Makes it a condition of development.</li> </ul>



<b>#5 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>(Port Sydney Settlement Area) “An integrated, interconnected public trail and pathway system and associated amenities (such as benches, bicycle parking, wayfinding signage, et cetera) to provide the necessary infrastructure for active transportation, shall be developed throughout the settlement, and shall be a condition of development approvals. <del>Trails and walkways are encouraged throughout Port Sydney.</del> An interconnected trail system that connects to the pipeline corridor, to the lake and river shoreline and through existing ravine corridors shall be considered as part of this active transportation system <del>is encouraged</del> and shall also be a condition of development.”</i></p>	Section 6.6.2 Open Space and Institutional Uses (Port Sydney Settlement Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines the network and end of trip facilities and amenities needed for a functional and successful active transportation system.</li> <li>b) Ensures that the creation of the system is a condition of development approval.</li> <li>c) Identifies the trail links as part of the active transportation system, not just a recreational amenity.</li> <li>d) Makes it a condition of development.</li> </ul>
<b>#6 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>(Highway 60 Corridor Policy Area) “The Town shall develop <del>ment an interconnected</del> <del>ion of</del> system of recreational trails <del>through</del> along the corridor. This shall link, <del>and linking</del> Hidden Valley and the Huntsville Urban Area, and shall also be a condition of development <del>is actively promoted.</del>”</i></p>	Section 7.2.8 Development Policies (Highway 60 Corridor Policy Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Makes the development of the link a condition of development approval.</li> </ul>
<b>#7 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“The Town recognizes that the road network shall be designed, developed, and maintained to serves all modes of transportation including pedestrian and non-motorized vehicles in addition to vehicular traffic.”</i></p>	Section 10.2.2.2 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Broadens the scope of the road network to include all modes</li> </ul>

	of transportation
<b>#8 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i><u>"The Town shall <del>will endeavour to</del> provide an efficient system/network of safe streets and pathways for pedestrians and non-motorized vehicles throughout the entire community, regardless of ownership or jurisdiction in appropriate locations in the Town. The Town supports these facilities within multi-use road rights-of-way, including on Provincial or District rights-of-way."</u></i>	Section 10.2.2.3 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines this as an action item by replacing "encourage" with "shall".</li> <li>b) Broadens the scope to specifically include safe streets throughout the community</li> <li>c) Simplifies the policy language for clarity</li> </ul>
<b>#9 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i><u>"All roads regardless of classification shall be engineered, built and maintained according to principles of complete streets, and good civic design, and shall incorporate tree planting, landscaping, sidewalks, bicycle paths, medians and boulevards, where as appropriate to the intended context of the built environment; and based on current best practices for necessary active transportation facilities design. <del>Where roads are being reconstructed, and where feasible, paved shoulders or trails shall be provided to allow for non-motorized vehicles. Complete street ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users through design. construction and maintenance of the street."</del></u></i>	Section 10.2.2.4 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Adds maintenance to the policy direction.</li> <li>b) Expands the scope to all roads without exception.</li> <li>c) Introduces the "complete streets" concept and its characteristics</li> </ul>

#10 - Policy Language Recommendation	Official Plan Section
<p><i>"In the Huntsville Urban Area, the reconstruction of existing roads and the construction of new roads shall <u>be engineered, built, and maintained according to principles of complete streets</u>, include safe, convenient and attractive pedestrian and cyclist facilities such as sidewalks or trails, curb ramps and pedestrian signals where warranted. On some low volume roads, pedestrian facilities may not be needed. <u>Complete street ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users through design, construction and maintenance of the street.</u>"</i></p>	Section 10.2.2.5 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Expands the scope to include the lifecycle of the roads, i.e. design, construction, and maintenance.</li> <li>b) Adds the "complete streets" concept and its characteristics</li> </ul>
#11 - Policy Language Recommendation	Official Plan Section
<p><i>(Provincial Highway 11) "The Town <del>shall encourages the development</del> <u>develop</u> of recreational trail crossings at highway interchanges <u>based on current best practices for necessary active transportation facilities design</u> to provide safe and convenient access across the Provincial Highway right-of-way."</i></p>	Section 10.2.3.7 Provincial Highway 11 (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines this as an action item by replacing "encourage" with "shall".</li> <li>b) Although the jurisdiction for these crossings may be outside of the Town, the imperative is placed on the Town taking action to resolve the issue through this policy.</li> <li>c) By defining best practice, the Town is better positioned to be able to work with the appropriate engineering expert(s) to resolve the crossing conflicts.</li> </ul>



#12 - Policy Language Recommendation	Official Plan Section
<i>(Arterial Roads) "The town will encourage the possibility of developing bicycle and walking paths and multiuse non-motorized pathways in right-of-way adjacent to arterial roads, where appropriate."</i>	Section 10.2.4 Arterial Roads (Road Network)
	<b>Intent</b>
	a) Policy recommendation #9 above addresses this
#13 - Policy Language Recommendation	Official Plan Section
<i>(Rural or Urban Collector Roads) "the town will encourage the possibility of developing bicycle paths and multiuse nonmotorized pathways in rights-of-way adjacent to collector roads, where appropriate."</i>	Section 10.2.5 Rural or Urban Collector Roads (Road Network)
	<b>Intent</b>
	a) Policy recommendation #9 above addresses this
#14 - Policy Language Recommendation	Official Plan Section
<i>(Road Widening) "the road allowance standards of any highway under the jurisdiction of the Town may be widened, as required, for such matters but not limited to, additional turning lanes, curb alignments, <del>sidewalks</del> <u>active transportation infrastructure</u>, utilities and road cuts and the bank meant slopes, to the width of 26 m."</i>	Section 10.3.1 Road Widening
	<b>Intent</b>
	a) This expands the policy to include needed improves to infrastructure that supports active transportation; putting it on the same level as vehicle focused infrastructure.
#15 - Policy Language Recommendation	Official Plan Section
<i>"the following considerations will be made in relation to new development: subdivision plans will be designed to provide all lots to be within <del>an acceptable</del> <u>400m</u> walking distance to potential transit services and include the provision of public walkways, <del>wherever necessitated</del>, to provide convenient access to future bus routes</i>	Section 10.4.2 Municipal Transit
	<b>Intent</b>
	a) Defines a specific distance that can be measured (note it is common practice to identify 400m as an acceptable walking distance for this kind of purpose).  b)

#16 - Policy Language Recommendation	Official Plan Section
<p><i><del>“in order to enhance the potential for a network of linked multi-use recreational trails throughout the Town, all development applications will be reviewed and evaluated on the extent to which the creation, expansion and preservation of such a network can be accomplished as part of the development application, and whether it is appropriate to acquire such facilities as part of the parkland dedication.”</del></i></p>	Section 11.8.6 Parkland Dedication
	<b>Intent</b>
	a) This is addressed in policy recommendations #2 and #3 above.



**New and Additional Amendments to Policy Language**

The following are recommendations for Official Plan policies and edits to existing OP language that could support active transportation. These changes are intended to improve the breadth and depth of the active transportation policies for the community and also ensure clarity and effectiveness of the OP. These recommendations are made based on a review of the Official Plan and are **in addition** to the changes suggested above that were based on language that was provided by staff.

#17 - Policy Language Recommendation	Official Plan Section
<p><i>“So that all streets are designed to be safe, convenient and comfortable for every user, regardless of transportation mode, physical ability or age, the Town will develop and adopt and a “complete streets” approach to guide the engineering, development, redevelopment, and maintenance, of the community’s street and road network.”</i></p>	2.4.8 Municipal Infrastructure (Objectives)
	<b>Intent</b>
	<p>a) Both the <b>Pedestrian and Cyclist Death Reviews</b> conducted and published by the Office of the Chief Coroner for Ontario identified that the highest priority for communities should be the creation of a “complete streets’ approach to management and development of street networks.</p>
#18 - Policy Language Recommendation	Official Plan Section
<p><i>“When available, the Town shall provide opportunities for staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.”</i></p>	2.4.1 Economic Development (Objectives)
	<b>Intent</b>
	<p>a) One of the top challenges identified by the Transportation Association of Canada (TAC) for making communities more active transportation friendly is a lack of specific skills within municipal organizations. This policy makes it a priority of the Town to build this capacity.</p> <p>b)</p>



<b>#19 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town, due to its geographic location, population profile and its significant status as a four seasons tourism centre requires the provision, maintenance and improvement of a comprehensive recreational trails system and active transportation network. The need for such elements is not only to provide for local residents but to ensure regional linkages so as to maintain a competitive position in continuing to attract tourism interest and the economic returns associated with tourist visits. As such it is the policy of the Town to develop recreational trails and active transportation systems.”</i>	2.4.4 Tourism (Objectives)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Makes active transportation and trails a priority for tourism industry.</li> <li>b) Helps address need for links to neighbouring communities.</li> </ul>
<b>#20 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town recognizes the value of having the highest quality of built and natural environments. In addition to a distinctive physical form, many social, economic and environmental benefits are realized by well-designed environments. As the Town grows and evolves an exemplary standard of design excellence must be promoted when the basic elements including streets, parks, public places, business uses, institutional facilities and residential neighbourhoods, are constructed. The Town shall define Community Design Standards that focus on important design features and which set out the Town’s overall approach to community design for all forms of development.”</i>	11.2 Design Guidelines (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Clearly defines that the Town will develop a set of design standards for all future develop.</li> <li>b) States the various benefits of a well-designed urban form.</li> </ul>
<b>#21 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“To most efficiently manage land, improve the quality of the built form, improve active transportation, reduce burdens on local business expansion and infill development, and reduce the effects of ineffective parking requirements, the zoning by-law</i>	13.7.1 Zoning By-laws (Implementation and Interpretation)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Highlights the challenges that arise from poor parking</li> </ul>



<p><i>requirements for parking will be regularly updated to current best practices. This will include an overall “park once” strategy for business areas; bicycle parking requirements; reduced vehicle parking requirements; and contemporary parking requirement calculations.”</i></p>	<p>requirements and the need to address them.</p> <p>b) Ensures that outdated parking standards are updated and do not restrict quality development and infill opportunities.</p>
<p><b>#22 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“The Town is committed to making the community, particularly the downtown, an appealing destination for active transportation and cycling related tourism. Therefore, a strategy will be developed and implemented to provide the necessary amenities to make this a reality, including: public restrooms; wayfinding signage; mobile device applications; bicycle parking facilities; street furniture; information kiosks; and, rest areas.”</i></p>	<p>4.2.2 Central Business District (Huntsville Urban Settlement Area)</p> <p><b>Intent</b></p> <p>a) Ensuring that the development of public amenities that support active transportation oriented tourism is done in a structured and strategic way, as opposed to haphazardly.</p>
<p><b>#23 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“To support community health and economic development; through land use designations, zoning by-law and design regulations, the Town will ensure that transportation and land uses are appropriately integrated to provide human-centred location and positioning of uses, and a built form that is conducive to active transportation.”</i></p>	<p>4.1 Basis and Principles (Huntsville Urban Settlement Area)</p> <p><b>Intent</b></p> <p>a) Statement that highlights the various tools that will be used to ensure that development and overall built environment of the community is supportive of active transportation.</p>
<p><b>#24 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“Trails shall be developed in a manner that provides access to the natural environmental features of the Town without significantly adversely impacting those features. Vehicular trails through significant habitat areas or areas of significant environmental sensitivity will not be permitted, unless it can be demonstrated by the</i></p>	<p>4.9 Open Space (Huntsville Urban Settlement Area)</p> <p><b>Intent</b></p> <p>a) Clearly states that trails will be provided to natural areas while protecting them.</p>

<i>proponent via the Environmental Impact Statement process that the impact would be minimal.”</i>	
<b>#25 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town will develop an implementation strategy that defines clear priorities and projects for: improving active transportation facilities; increasing mode share of active transportation; and increasing awareness and support for active transportation through education programs. This will be done as an integrated component of all other transportation projects and plans within the Town.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that the Town develops a strategic approach to address key goals associated with active transportation.</li> <li>b) Addresses education and culture, not just infrastructure for active transportation.</li> <li>c) Integrates this with other standard transportation planning and engineering approaches.</li> </ul>
<b>#26 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“As part of the creation of an active transportation supportive community the Town will develop a walking strategy that specifically develops policies, practices, and plans for safe and convenient conditions for all ages to support pedestrian needs including road safety, recreation, tourism and health”.</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Specifically identifies the needs of pedestrians and a strategic way of addressing them.</li> <li>b) Addresses the need for creating a community that is all-ages friendly.</li> </ul>
<b>#27 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town will develop and adopt engineering design standards for roads and streets in the community that place the greatest importance and priority on: pedestrian and cyclist safety; and, speed management within the Town.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) The Chief Coroner of Ontario identified that the World</li> </ul>



	<p>Health Organization’s (WHO) <i>World Report on Road Traffic Injury Prevention</i> suggested that a shift in the perspective of road safety was necessary, and stated that “the vulnerability of the human body should be a limiting design parameter for the traffic system, and speed management is central.”</p> <p>This policy addresses this.</p> <p>b) Shifts the perspective of traffic engineering away from vehicle speed and toward more significant overall community benefits.</p>
<b>#28 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“The Town shall develop a vehicle speed reduction strategy in areas where there are large populations of pedestrians utilizing the roadway including school areas, seniors’ homes, parks, community and recreation centres and hospitals.”</i></p>	<p>10.2 Road Network (Services and Utilities)</p> <p><b>Intent</b></p> <p>a) Formalizes the development of a strategic approach to speed management, as opposed to ad-hoc and haphazard approaches.</p> <p>b) Allows for best practices in engineering to be integrated into the management of the street network to improve community safety and health.</p>
<b>#29 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“The Town shall adopt a speed reduction strategy that reduces the speed limit to 30 km/hr on residential streets, and speed limit of 40 km/hr on other streets, unless otherwise posted, or as required by the Highway Traffic Act”.</i></p>	<p>10.2 Road Network (Services and Utilities)</p> <p><b>Intent</b></p> <p>a) This is a current best practice that is being adopted in progressive communities in North America and Europe.</p> <p>b) This significantly reduces injuries and deaths from collisions</p>

	between vehicles and pedestrians.
<b>#30 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town shall define an effective Complete Streets policy framework for transportation planning and management in the community that includes: 'Pre-policy' work of establishing a compelling vision; Creating a strong core commitment to providing for all users and modes in all projects; Defining supporting best practices; and Planning next steps for community-wide implementation."</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that an operational policy is developed to integrate complete streets into the function of the Town and the organizational culture of its departments.</li> <li>b) Defines key components that need to be included to make this approach effective.</li> </ul>
<b>#31 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, and bicyclists."</i>	10.3 Road Widening (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Provides the policy direction that allows for these opportunities to be acted on.</li> </ul>
<b>#32 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town is committed to supporting walking as a practical and comfortable year round mode of transportation; therefore, a coordinated strategy will be developed and implemented for maintenance and snow removal on sidewalks and walkways. This will include a variety of methods such as: sidewalk clearing by the Town; by-laws for sidewalk shoveling; upgrading of key connecting trails for all season use; and other similar initiatives."</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that a clear strategy is defined to address this challenge.</li> <li>b) Expands the options for different methods that the Town can use to provide all-season pedestrian walkway access.</li> </ul>





<b>#33 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“Engineering design standards for sidewalks and walkways will be regularly updated to current best practices in terms of width, construction, and accessibility features to better support walking as a mode of transportation.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Provides the policy direction to update walkway standards.</li> <li>b) Allows advances in accessibility-oriented designs to be integrated into engineering standards as they are developed.</li> </ul>
<b>#34 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town will develop an active transportation plan that addresses the variety of needs associated with making active transportation modes safe, secure, comfortable, effective, and convenient. This plan shall include specific actions and goals for infrastructure design, development, and management. It shall also address education and cultural initiatives that support active transportation, as well as, dedicated budget allocation, service goals and monitoring requirements.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) The overarching policy that defines the commitment to develop a comprehensive active transportation plan for the community.</li> <li>b) Addresses more than just infrastructure needs.</li> </ul>
<b>#35 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town shall develop design standards that, amongst other community health supportive needs, shall define requirements for bicycle and pedestrian facilities that are specifically focused on making active transportation modes efficient and desirable.”</i>	11.2 Design Guidelines (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that the development of design standards specifically address needs associated with active transportation.</li> <li>b) Links active transportation to healthy community design.</li> </ul>



#36 - Policy Language Recommendation	Official Plan Section
<p><i>“The establishment of an interconnected system of trails throughout the Town and into the surrounding region is an objective of this Official Plan. It is intended that separate trail networks for non-motorized activities (walking/jogging/bicycling/cross-country skiing) and motorized use be separately interconnected to provide continuous passage across the municipality and into the surrounding region.”</i></p>	11.7 Open Space, Trails and Parks (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Addresses the conflict between trail users.</li> <li>b) Makes the commitment to develop connections beyond the community.</li> </ul>
#37 - Policy Language Recommendation	Official Plan Section
<p><i>“The Town shall develop a strategy to acquiring property to enhance the existing system of pedestrian and multi-purpose trails serving major residential areas, public uses and providing access to the waterfront, and to coordinate regional improvements with neighbouring municipalities. “</i></p>	13.8 Municipal Land Acquisition (Implementation and Interpretation)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Clearly defines this goal as a reason to acquire land.</li> </ul>
#38 - Policy Language Recommendation	Official Plan Section
<p><i>“The Town will develop interpretative and educational trails system within environmentally sensitive areas.”</i></p>	11.7 Open Space, Trails and Parks (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Adds the necessary policy direction to develop this important feature of a successful trail system.</li> </ul>
#39 - Policy Language Recommendation	Official Plan Section
<p><i>“An open space, parks, and trails master plan will be developed that specifically addresses access to all parks and the end of trip facilities needed for active transportation modes.”</i></p>	2.4.6 Open Space and Recreation
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines the connecting of parks through trails as a key goal.</li> </ul>

	<p>b) Ensures that the proper supporting facilities are provided to make active transportation to and from parks a viable option for citizens.</p>
<p><b>#40 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“The Town shall develop a monitoring and reporting program to: assess the progress toward making the community more active transportation supportive; identify active transportation needs; communicate the findings to the public; and inform overall transportation oriented planning and engineering initiatives and work programs.”</i></p>	<p>13.10 Official Plan Review Process (Implementation and Interpretation)</p> <p><b>Intent</b></p> <p>a) Creates the commitment to monitor the effects of active transportation oriented work/policies.</p> <p>b) Communities that are supportive of active transportation measure success in a number of different ways, from system-wide multimodal performance measures to project-level indicators. Some community-wide measures may simply aggregate a project-level measure across many projects, such as the total number of accessible curb cuts, and others may address non-project specific issues, such as improved air quality. Below is a partial list of measures the Town may wish to specifically include in an Official Plan policy:</p> <ul style="list-style-type: none"> <li>• Linear metres of new or reconstructed sidewalks</li> <li>• km new or restriped on-street bicycle facilities</li> <li>• Number of new or reconstructed curb ramps</li> <li>• Number of new or repainted crosswalks</li> <li>• Number of new street trees/percentage of streets with</li> </ul>



	<p>tree canopy</p> <ul style="list-style-type: none"> <li>• Percentage completion of bicycle and pedestrian networks as envisioned by Town plans</li> <li>• Percentage of transit stops with shelters</li> <li>• Vehicle Miles Traveled (as opposed to Level of Service)</li> <li>• Transportation mode shift: more people walking, bicycling, and taking transit</li> <li>• Rate of children walking or bicycling to school</li> </ul>
<b>#41 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“Due to its strategic location, the Town shall develop a strategy to be prepared to actively cooperate with adjacent Municipalities in the co-ordination and promotion of trails and active transportation links and systems at a regional level and to provide appropriate resources in support of these.”</i>	13.8 Municipal Land Acquisition (Implementation and Interpretation)
	<b>Intent</b>
	<p>a) Provides the policy direction needed to keep these kinds of efforts moving forward as a priority for both staff and elected officials.</p> <p>b) Allows for the development of specific goals, and lists of potential actions that the community is prepared to take.</p>
<b>#42 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“Transportation Demand Management (TDM) promotes a more efficient use of transportation infrastructure in order to discourage the use of personal automobiles and promote alternative forms of transportation such as transit, walking and cycling. In support of TDM, the Town shall:</i>	13.16 Traffic Impact Studies (Implementation and Interpretation)
	<b>Intent</b>
<ul style="list-style-type: none"> <li>• promote and support initiatives to support the objectives of reducing private</li> </ul>	<p>a) Provides the policy direction to redefine the goal of transportation planning and traffic engineering toward a more community building focused approach, and away from traffic</p>

<p><i>vehicle trips, reassigning trips, reducing peak period trips and increasing vehicle occupancy;</i></p> <ul style="list-style-type: none"> <li><i>consider the formation of a comprehensive TDM Strategy to achieve these objectives;</i></li> <li><i>promote alternative modes of transportation; and,</i></li> <li><i>include TDM in development review processes.”</i></li> </ul>	<p>speed and LOS focused approaches.</p> <p>b) Allows these considerations to be part of development reviews.</p>
<p><b>#43 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“The Town shall incorporate active transportation elements into plans at all scales (from site plans to municipal-wide or region-wide plans) through the schedules in this Plan, development design standards, zoning by-law, sub-area plans, Town services and agreements to support economic development by making the communities retail areas more appealing and supporting tourism.”</i></p>	<p>2.4.1 Economic Development (Guiding Principles)</p>
	<p><b>Intent</b></p>
	<p>a) Defined the full range at which active transportation considerations need to be addressed by the Town.</p>
<p><b>#44 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“In conjunction with projects relating to the design, planning, construction, reconstruction, rehabilitation, or maintenance of roads and streets, the Town recognizes that a network that supports active transportation may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. Therefore the Town intends that all sources of transportation funding be drawn on to implement this network as soon and effectively as possible.”</i></p>	<p>2.4.8 Municipal Infrastructure (Objectives)</p>
	<p><b>Intent</b></p>
	<p>a) Sets the priority on finding funding sources for active transportation projects.</p>

#45 - Policy Language Recommendation	Official Plan Section
<i>“Improve and maintain the Town’s communication and <u>the transportation infrastructure, with priority on the facilities that support active transportation</u>”</i>	2.1.8 h) (Vision)
	<b>Intent</b>
	a) Broadens the scope of transportation infrastructure to include active transportation needs.
#46 - Policy Language Recommendation	Official Plan Section
<i>“Huntsville will capitalize on its location along both the Trans Canada Trail and the Park-to-Park Trail <u>by developing trail and active transportation oriented links and facilities that connect to these to support tourism and recreation.</u>”</i>	2.4.4.2 Tourism
	<b>Intent</b>
	a) Identifies the economic benefit of these amenities and commits to investing in them through an improved trail system.
#47 - Policy Language Recommendation	Official Plan Section
<i>“<u>develop design standards and zoning provisions that require the creation of compact, human-scaled, and pedestrian oriented built environments for all forms of development.</u>”</i>	2.4.5.4 v) Culture and Heritage
	<b>Intent</b>
	a) Defines the commitment to create design standards and zoning regulations that support active transportation through the built environment
#48 - Policy Language Recommendation	Official Plan Section
<i>“An extensive and efficient system of municipal infrastructure is critical to maintaining the quality of life in Huntsville. These include water supply, sanitary sewage disposal, roads, <u>active transportation networks and facilities</u>, storm water, solid waste disposal and utilities.”</i>	2.4.8.1 Municipal Infrastructure
	<b>Intent</b>
	a) Defines active transportation infrastructure as being as important as that of vehicle oriented infrastructure and not an

	optional amenity.
<b>#49 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"Through the provision of a connected and integrated active transportation network and end of trip facilities."</i>	2.4.8.7 d) Municipal Infrastructure
	<b>Intent</b>
	a) Adds both the active transportation network, and end of trip facilities, as a key goal
<b>#50 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"This shall also be a priority in the design and development of all active transportation facilities within the Town, and may be a condition of approval for all forms of development."</i>	2.4.10 Universally Accessible Environment
	<b>Intent</b>
	a) Ensures that active transportation facilities fully integrate accessibility into their design and development.
	b) Allows for this to be a condition of approval for consideration when reviewing development applications.
<b>#51 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town of Huntsville will <del>promote</del> <u>develop standards that require</u> universally accessible designs for all forms of development in the community"</i>	4.2.1.6 General (Design Principles)
	<b>Intent</b>
	a) Makes the statement more clear in intent

#52 - Policy Language Recommendation	Official Plan Section
<p><i>"A program to create small public places at varying scales will <u>be developed to complement other measures that improve the environment for pedestrians.</u>"</i></p>	4.2.2.1 Central Business District
	<b>Intent</b>
	a) Makes the statement more clear in intent
#53 - Policy Language Recommendation	Official Plan Section
<p><i>"Pedestrian linkages will be provided to abutting lands, where appropriate, <u>and shall be a condition of development to ensure that the active transportation network is developed as an effective part of the overall transportation system.</u>"</i></p>	4.2.3.1 New Commercial and Industrial Areas
	<b>Intent</b>
	a) Ensures that the active transportation network is developed throughout the community, so that it is an effective part of the overall transportation system.
#54 - Policy Language Recommendation	Official Plan Section
<p><i>"To promote this, the following are used to guide subdivision layout, <u>and will be required as conditions of development, both within subdivisions and between subdivisions.</u>"</i></p>	4.2.4.1 Residential Design
	<b>Intent</b>
	a) Makes the suggestions into requirements to support quality design and active transportation supportive development
#55 - Policy Language Recommendation	Official Plan Section
<p><i>"An integral pedestrian walkway and open space system shall be <del>encouraged</del> <u>designed and developed</u> throughout the Central Business District."</i></p>	4.6.2.6 Central Business District
	<b>Intent</b>
	a) Makes the intent of the statement an actionable requirement that can influence development as well as the work programs of the Town



#56 - Policy Language Recommendation	Official Plan Section
<p><i>"The location of buildings, structures, driveways, parking, <u>bicycle parking</u>, and pedestrian facilities shall be designed and inter-related to meet the needs of <del>both</del> pedestrians, cyclists, and vehicular traffic."</i></p>	4.6.3.9 Shopping Centre Commercial
	<b>Intent</b>
	<p>a) Adds the needs of cyclists to properly support active transportation as a viable component of the transportation system</p>
#57 - Policy Language Recommendation	Official Plan Section
<p><i>"Public Open Space uses <u>shall</u> <del>should</del> be distributed throughout the community in such a way that all types of recreational areas are available within a reasonable distance <u>by foot and bicycle</u> of all residential neighbourhoods."</i></p>	4.9.2 Open Space
	<b>Intent</b>
	<p>a) Clarifies the intent b) The Town may want to define the distance specifically</p>