



# **Transportation and Mobility Master Plan**

Appendix B | Street Design Guidelines

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## 1.0 INTRODUCTION

This document provides a summary of provincial and national guidance and best practices on various elements of street design and describes the common contexts in Wellesley Township, including road classifications and surrounding land uses. This guidance and contextual information were then applied and consolidated to identify common street types based on common road design contexts in the Township and suggests ways that road design elements may be arranged within these street types via illustrative cross-sections. Combined, these street design guidelines apply the principles of Complete Streets to road design, an approach that aims to ensure streets are designed to accommodate all modes, and users of all ages and abilities, by reflecting their surrounding context and anticipated future use.

The content in this document is meant to support the Township in implementing the recommended multimodal infrastructure network described in Chapter 5. It is recognized that existing conditions in Wellesley Township may not always reflect up-to-date guidelines, as these change regularly. Any discrepancy between existing conditions and these guidelines do not necessarily require immediate upgrades; improvements are expected to be implemented in the long-term as opportunities arise, such as through new developments, road reconstruction, or other infrastructure improvement projects as appropriate, and with the professional discretion of Township staff.

## 2.0 STREET DESIGN ELEMENTS

Comprehensive street design consists of many cross-section elements, including but not limited to motor vehicle lanes, paved shoulders, sidewalks, multi-use paths, and bike lanes. These features provide guidance for road users, ensuring people travelling by car, on foot, or by bike can determine their place on the roadway, make safe and predictable decisions, and can consistently predict where other road users may be encountered. Road design elements are highly context specific, and vary depending on many features, such as the surrounding land uses, roadway surface, levels of traffic volume and speed, and other factors.

The guidance in this section is primarily drawn from the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR), the various Books that make up the Ontario Traffic Manual (OTM), as well as other guidelines and best practices as appropriate.

## 2.1 Vehicle Travel Lanes

General purpose vehicle travel lanes should be designed to allow for safe and convenient travel by a range of road users, including passenger vehicles and delivery trucks of varying sizes. On rural roads in Wellesley Township, motor vehicle lanes often also accommodate farm equipment, horse-drawn vehicles, and bicycles. At times, motor vehicle lanes may also accommodate people on foot and on bike, particularly on urban streets where sidewalks or cycling facilities may not exist. On all streets, especially those shared with vulnerable people, the travel lanes should be designed for appropriate speeds.

Motor vehicle travel lane width has a strong influence on the safety and comfort of people in cars, on foot, and on bicycle. While wider lanes provide greater separation between vehicles operating in adjacent lanes, they can also signal to drivers to drive faster. On provincial highways and many Regional Roads, wider vehicle lanes can safely accommodate large volumes of fast-moving traffic. However, on Wellesley Township’s rural and urban settlement roads, narrower vehicle lanes are generally more appropriate to reduce vehicle speed and improve safety for all road users.

**Table 1** details Motor Vehicle Lane widths, as per TAC guidance.

Table 1: Design Guidance for Motor Vehicle Lane Widths, as per TAC Guidance

Design Speed	Practical Lower Limit	Recommended Lower Limit	Recommended Upper Limit
60 km/hr or less	2.7 metres*	3.0 metres*	3.7 metres
70 - 100 km/hr	3.3 metres	3.5 metres	3.7 metres

\*Where buses and larger trucks are regularly expected, a width of 3.3 metres is recommended regardless of the design speed or traffic volume.

## 2.2 Paved Shoulders

Paved shoulders provide designated space for people on foot and on bicycle and accommodate stopped vehicles. In Wellesley Township, paved shoulders also provide additional roadway space for farm equipment and horse-drawn vehicles, reducing conflicts and allowing motorized vehicles to safely pass these slower vehicles. Painted lines should be used to delineate paved shoulders from the main roadway.

As roads are reconstructed, paved shoulders should be provided on paved rural roads wherever platform width allows. **Table 2** below provides recommended widths of paved shoulders. Marked buffers or rumble strips may also be considered as part of paved shoulders.

It should be noted that the recommended widths in **Table 2** are from active transportation guidelines and are based on providing sufficient operating space for cycling. Appropriate widths for other uses vary and are less clearly defined in relevant design guidelines and standards. Horse-drawn vehicles can vary in size and associated operating space, but generally require more space to be fully accommodated. Paved shoulders of two (2) metres or more are recommended in Wellesley Township when feasible to accommodate horse-drawn vehicles. However, based on the network-wide feasibility assessment of Township roads, this may be a challenge in most cases, and achieving this width may require full road reconstruction including with a wider roadway platform. As Regional Roads typically have wider platform widths, the Township should encourage the Region to provide these wider paved shoulders on Regional Roads to accommodate horse-drawn vehicles.

## 2.3 Bicycle Lanes & Urban Cycling Facilities

Cycling infrastructure may consist of a combination of facilities, including various types of bicycle lanes dedicated for people on bicycles, multi-use paths (shared with pedestrians), or signed bicycle routes (where people and bikes share space with motor vehicles).

Bicycle lanes improve cycling safety by designating a portion of the roadway exclusively for the use of people riding bicycles. Bicycle lanes can include the following facility types:

**Conventional Bicycle Lanes** allow for one-way bicycle traffic and are separated from motor vehicle traffic by a white painted line. On a two-way street, these lanes are typically placed on both sides of the road.

**Buffered Bicycle Lanes** are similar to a conventional bicycle lane, but with an added painted buffer to increase safety by providing more space between cyclists and motor vehicle traffic.

**Physically Separated Bicycle Lanes** include a buffer and vertical separation elements, such as curbs or bollards, that restrict the encroachment of traffic.

**Table 2** provides recommended widths for bicycle lanes.

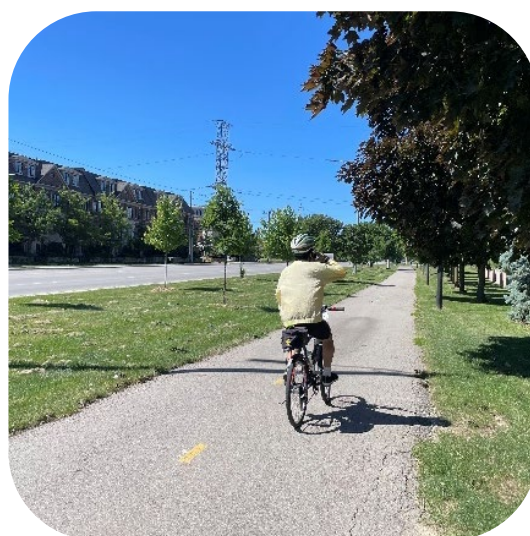
In urban settlement areas, bicycle lanes should be considered where feasible and appropriate, with priority given to streets that provide useful network connections to key destinations and other cycling facilities. This can include retrofit situations where bicycle lanes are added to an existing roadway, or when roads are newly built or reconstructed.



On streets where traffic speeds and volumes are low enough, **Signed Bicycle Routes** may also be considered. Signed bicycle routes, also known as shared routes or neighbourhood bikeways, often include traffic calming measures and intersection treatments designed to reduce motor vehicle speeds and optimize bicycle travel. Detailed guidance on the design and selection of cycling facilities can be found in OTM Book 18.

## 2.4 Multi-use Paths

Multi-Use Paths (MUPs) are pathways that run parallel to existing roadways but are physically separated from motor vehicle traffic. Multi-use paths are designed to provide two-way shared travel space for people walking, riding bicycles, and using other forms of active transportation such as scooters and in-line skates. MUPs should be wide enough to allow people on bikes to safely pass pedestrians and should be separated from the roadway by a minimum 0.6 m buffer.



**Table 2** provides recommended widths for MUPs.

Multi-use paths are a good option in places where sidewalks do not currently exist, and boulevards are wide enough to accommodate them. MUPs are particularly advantageous in locations that link to off-road trails, or where significant numbers of active users are anticipated, such as near schools and recreational facilities. MUPs may also be considered along rural roads with high volumes of cyclists, to provide additional separation from fast moving motor vehicles.

It should be noted that this guidance applies to facilities within the road right-of-way; when paths or trails are built in off-road locations, there is more flexibility regarding design. Guidance for off-road trails is provided below in Section 6.1.2.

## 2.5 Sidewalks

Sidewalks form an important component of the roadway network, providing a safe space for people to walk separated from moving traffic. Sidewalks should be unobstructed and wide enough to accommodate pedestrians of all ages and abilities, including those using mobility devices and pushing baby strollers.

New sidewalks should be built in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) Design of Public Spaces Standard and Transportation Association of

Canada (TAC) guidelines. Under these standards, sidewalks should have firm, stable, and slip resistant surfaces, with an unobstructed pedestrian through zone of no less than 1.5 metres.

Within Wellesley Township's settlement areas, sidewalks should be built on both sides of all new streets. On existing streets where space may be limited, sidewalks should be constructed on at least one side of the street when opportunities arise. Sidewalks should be continuous on the same side of the street, to avoid the need for pedestrians to unnecessarily cross the street. Outside of the Township's urban settlement areas, trails, multi-use paths, or paved shoulders are often more appropriate for pedestrian use.

**Table 2** provides recommended widths of sidewalks based on AODA and other relevant guidelines.

## 2.6 Boulevard Zone

The area between the roadway and the sidewalk or multi-use path is known as the boulevard zone, sometimes also called the planting or furnishing zone. The boulevard zone provides a buffer between people on foot and motor vehicle traffic, creating a safer environment. It also can provide space for utilities, snow storage, signage, street trees, benches, bicycle parking, and other amenities.

**Table 2** provides recommended boulevard widths, although it should be noted that boulevards are not always necessary where space is limited or there are physical constraints. Boulevard widths may also vary depending on whether they are used for street trees, street furniture, or other streetscaping features.

## 2.7 Summary of Active Transportation Facility Widths

**Table 2** summarizes recommended widths for active transportation facilities, as per guidance from OTM, TAC, and other guidelines and standards. Note that recommended widths should always be provided in newly built roads as part of new developments, and minimum widths should only be applied when conditions are constrained.

Table 2: Summary of Active Transportation Facility Widths

Facility Type	Minimum Width	Recommended Width
Rural Paved Shoulder	1.2 metres	1.5 - 2.0 metres
Rural Paved Shoulder with Marked Buffer	1.2 metre operating space + 0.5 metre buffer	1.5 - 2.0 metre operating space + 0.5 metre buffer
Conventional Bicycle Lane	1.5 metres	1.8 metres
Buffered or Physically Separated Bicycle Lane	1.5 metre bicycle lane + 0.3 metre buffer*	1.8 metres bicycle lane + 1.0 metre buffer
Multi-Use Path	3.0 metres**	3.5 - 4.0 metres
Sidewalks	1.5 metres	1.8 - 2.0 metres
Boulevard	1.5 metres	2.0 - 3.0 metres or more***

\*Bicycle lane buffer should be a minimum of 0.6 m if adjacent to parked vehicles.

\*\*Multi-use paths may be reduced to a practical lower limit of 2.7 metres (as per TAC), or 2.4 metres over short distances in constrained areas (OTM Book 18).

\*\*\* Where street trees exist within the boulevard, boulevard widths should be 3.0 metres or wider to accommodate tree roots.

## 2.8 Pedestrian Crossings

Pedestrian crossings can be either controlled or uncontrolled. Uncontrolled crossings are locations where pedestrians may cross the street without any form of traffic control or designated pedestrian right-of-way, and the onus is on pedestrians to wait for a safe gap in traffic to cross the roadway. Controlled crossings provide added protection for pedestrians with traffic control measures that require drivers to yield the right-of-way for pedestrians, such as stop signs, pedestrian crossovers (PXOs), or full traffic control signals. Determining the appropriate treatment for a given location should involve applying the guidance provided in OTM Book 15, “Pedestrian Crossing Treatments.”

## 2.8.1 Uncontrolled crossings

Although any roadway location can be considered an uncontrolled crossing, there are many locations that may not meet the warrants for a controlled crossing, but where there is fairly significant pedestrian crossing demand, such as at intersections or off-road trail access points. At these locations, OTM Book 15 recommends at minimum providing warning signs to alert drivers to the potential of pedestrians and to remind pedestrians to yield to oncoming traffic, along with other features to calm traffic and improve sightlines for all road users. The use of pavement markings are not recommended at uncontrolled crossings, as they may create a false sense of security for pedestrians who may expect oncoming traffic to stop.

## 2.8.2 Controlled Crossings

In the Context of Wellesley Township, controlled crossings largely consist of stop-controlled intersections and pedestrian crossovers (PXOs). All controlled crossings should have clearly marked crosswalks. Ladder crosswalk markings may be considered in areas with larger pedestrian volumes or increased safety concerns, such as near schools and community centres, and are mandatory at PXO's.

Curb ramps should be included at all controlled crossings to meet accessibility standards. Crosswalks should be as short as possible to reduce pedestrian exposure to motor vehicle traffic. Where sidewalks are rebuilt to accommodate curb ramps, curb extensions may also be considered to slow traffic and reduce exposure time for pedestrians.

### **Pedestrian Crossovers (PXOs)**

Within Wellesley Township's urban settlement areas, the TMMP recommends that the Township consider upgrading uncontrolled crossings to PXOs in select locations. As outlined in OTM Book 15, determining whether a PXO is warranted based on three primary factors: traffic volume, crossing distance, and pedestrian system connectivity. Based on a high-level analysis done for the TMMP, Level 2 Type D PXOs would be applicable for most PXO locations on Township Roads in urban settlement areas. These are the simplest level of PXO, consisting of primarily signage and pavement markings, as illustrated in **Figure 1**. Township staff should apply the guidance in OTM Book 15 to further examine where PXOs are appropriate, and to refine their design based on specific contexts.

### **Stop Controlled Intersections**

All stop controlled pedestrian crossings should include stop bars and marked crosswalks. Stop bars indicate where vehicles are required to stop and are typically located at least 1 metre away from crosswalk markings. Stop lines should be between 30 and 60 cm wide and extend across the entire width of the approach lanes. Crosswalk markings are also required, and ladder crosswalks should be considered.

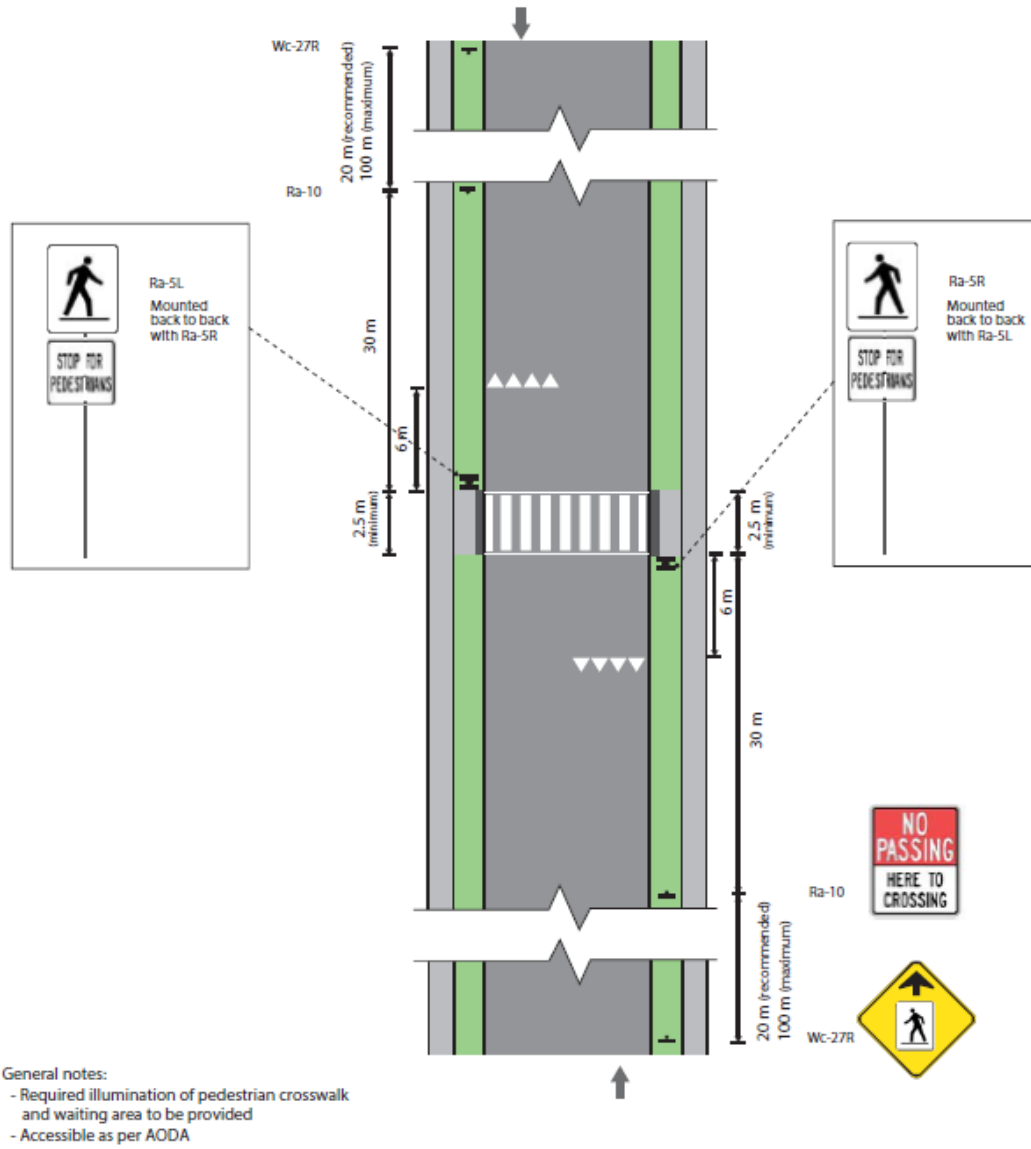


Figure 1: Illustration of a Level 2 Type D PXO from OTM Book 15

## 2.9 On-Street Parking

On-street parking is another key component of street design in many contexts. The Township of Wellesley’s Traffic and Parking By-law 4/2021 provides the regulations for on-street parking within the Township. Most often, on-street parking can be found on urban roadways, which is also reflective of the context of Wellesley’s villages and hamlets. Parking facilities should consider safety for all road users, convenience for parking users and maintaining traffic operations. Additional considerations regarding the design of on-street parking along Township roads includes:

- Street parking is generally appropriate on one side of local or urban collector streets with lower design speed roadways (60 km/h or less). Parking may be provided on both sides of the street in locations where there is higher demand, e.g., near shops or services.
- Snow-clearing operations should be considered in determining the dimensions of parking lanes, as piles of snow and ice at the curb can reduce the available width during several months of the year. This may mean providing additional space for parking in some contexts.
- If a parking lane is combined with a bicycle lane on the same road, it should be designed carefully to avoid conflicts between passing bicycles and opening car doors. (Refer to TAC and OTM Book 18 for guidance)
- Parking should be restricted near two-way stop control intersections and mid-block pedestrian crossings so that sightlines between pedestrians and drivers are not obstructed.
- Parking design should be in compliance with the Township’s Traffic and Parking By-law provisions, and any changes should be reflected via By-law amendments. Currently the general provisions cover many key aspects of parking design, such as restricting parking within 9 metres of intersecting roadways, and within 1.5 metres from driveway entrances, in addition to other regulations.
- While angled parking is permitted by the Township’s Traffic and Parking by-law, where possible, the Township should avoid the implementation of angled parking in the future to avoid sightline conflicts and other safety issues.

Table 3: Design Guidance for Parking Lanes / Stalls

Facility Type	Minimum Width	Recommended Width	Length
Parking lane / stall	2.0 m	2.4 metres*	6.0 – 6.7 metres

\*Parking lanes may be wider depending on context, such as if space is required for snow storage or larger vehicles. When a parking lane is used as a travelled lane during a portion of the day, the minimum width should be the same as a travelled lane (3.0 metres).

## 2.10 Off-road Trails and Other Facilities

The provision of well-designed off-road trail and cycling amenities provide recreational opportunities for residents and visitors and can also supplement the utilitarian active transportation network. Off-road trails such as the G2G and Erbhaven Trails in Wellesley Township are valuable assets and serve a wide variety of users.

It is important to note that when facilities are built off-road, they are not subject to the same roadway design standards and guidelines (e.g. OTM, TAC), and thus municipalities have more flexibility to provide a range of trail designs and facility types. However, when feasible and appropriate, the Township should aim to provide paths that align with road design guidelines and accessibility standards, such as the guidance for multi-use paths and sidewalks, as detailed above.

When designing and implementing trails, it is important to recognize that people use trails for a variety of experiences, from passive recreation, such as a leisurely stroll, to more strenuous active recreational experiences that require greater skill and stamina such as running, mountain biking or hiking. Due to the variety of experiences people seek, it is important to recognize that a single type of trail cannot effectively serve all these different users and various experiences. Thus, a variety of trail types should be provided as part of an extensive network.

There are several trail types that should be considered if the Township wishes to pursue the design and construction of new off-road trails. The following three classifications can be taken as a general guidance for classifying different off-road trail types. These may be modified depending on context and the intended uses for a given trail. It is important that trails be clearly signed to indicate restricted and intended uses, maintenance expectations, and other rules, regulations, and trail information. The Township is encouraged to refine these trail types and design considerations through future work.



Table 4: Trail Typologies

	<b>Primary Trails Type 1</b>	<b>Secondary Trail Type 2</b>	<b>Tertiary Trail Type 3</b>
<b>General Function</b>	Non-motorized active use for recreation, leisure, and commuting purposes	Non-motorized active use for primarily recreation and leisure purposes Provides access to parks, open spaces, and natural areas in proximity to communities	Non-motorized uses, with some exceptions Provides opportunities to experience nature and rural landscapes and connect to rural destinations e.g., Conservation Areas
<b>Expected Users</b>	Pedestrians, cyclists, joggers, other active users Accommodates users of all ages, abilities, skills, and experience. Motorized use restricted	Pedestrians, hikers, cyclists, other active uses Some experience / stamina may be required Motorized use restricted	Pedestrians, hikers, mountain bikers, equestrians, winter activities, mixed use Some user experience / stamina may be required Motorized use permitted in some locations
<b>Accessibility</b>	Meets or exceeds accessibility requirements	Meets accessibility requirements where feasible	May not be accessible
<b>Width</b>	4.0 m typical 2.5 m minimum	1.5-2.5 m typical. Minimum 0.5 m in constrained locations	1.0- 2.0 m typical May be narrower in constrained locations
<b>Surface</b>	Hard surface - e.g., asphalt or concrete	Granular surface - e.g., screenings, stone, gravel	Natural surface -e.g., dirt, grass, woodchips. May be uneven

### 3. DESIGN CONTEXTS

Roads in Wellesley Township are classified using a scale set out by the Government of Ontario in O/Reg 239-02 of the Municipal Act (Minimum Maintenance Standards). The scale assigns each road a number from 1 to 6, with 1 assigned to roads with the highest-volumes and speeds, and 6 assigned to roads with the lowest volumes and speeds. In rural areas, most Township roads are classified as a 3 or 4, with a handful of slower roads classified as a 5 or 6. Within Wellesley Township’s urban settlement areas, where speed limits are lower (generally 40 - 50 km/h), most roads are classified as either 5 or 6. Queen’s Bush Road in the Village of Wellesley is the only urban Township road classified as a 4, due its higher traffic volumes.

Table 5: Road Classification in Wellesley Township

Numbered Classification	Name Classification	Relevance to Wellesley Township
1-2	Arterial	Regional Roads only - no Township roads
3	Major Collector	Paved rural Township Roads
4	Minor Collector	Unpaved rural Township Roads and some higher volume urban roads
5-6	Local	Most urban residential/neighbourhood roads

Through its Official Plan update, the Township should look to additionally classify Township roads as Local, Minor Collector, Major Collector, and Arterial, based on volume and purpose, in order to simplify and align with the Region of Waterloo’s roadway classifications.

Township roads through rural areas include both paved roads (classified as Major Collector roads) and gravel roads (classified as Minor Collector roads). As noted in 5.1.1, currently rural Township roads generally do not have signed/posted speed limits. Under the Highway Traffic Act, these roads have a default speed of 80 km/hr. The TMMP recommends that the speed limit on paved rural roads remain 80 km/hr, while gravel roads should be reduced to 70 km/hr.

Rural roads travel through various types of lands, including those designated in the Official Plan as Countryside, including Prime Agricultural lands, Protected Countryside, and Rural Areas, and also serve vehicles accessing Rural Employment areas, Rural Settlement areas, and Mineral Resource Aggregate areas.

Wellesley Township’s urban settlement areas are largely low-rise residential areas classified Settlement Residential, with some commercial or mixed-use areas designated Settlement Core. Institutional lands dot Wellesley’s landscape, including schools, community centres, sports fields, and other uses. The village of Wellesley includes the Township’s only designated urban growth centre, comprised of a commercial area centred around the intersection of Queen’s Bush Road and Nafziger Road.

## 4. STREET TYPES & CONCEPTUAL CROSS-SECTIONS

Typical street types and associated cross-sections for the Township of Wellesley's roads have been developed based on applying the best practices in the design, engineering and alignment of the road design elements described in 6.1.2. These cross sections should be consulted as a starting point whenever existing roads are re-constructed or new roads are designed, or where a retrofit is desired. However, it is expected that designs will often need to be modified based on the specific conditions and context. In all contexts, roadway design should consider all road users, including those driving and riding in motor vehicles, people on bikes, people walking, and those driving horse-drawn vehicles.

All standard cross sections are based on an assumed right-of-way (ROW) width of 20 metres. While existing roadways may not always meet this width, the Township should aim to secure 20-metre ROWs wherever feasible, particularly in areas where new development is proposed. Additional width may be required at intersections where traffic analysis indicates additional needs, such as for turn lanes or roundabouts.

Wherever speed limits are referenced for each street type, it is recommended that each street be designed to reflect the posted speed.

### 4.1 Rural Township Roads

Paved Rural Township Roads are largely surrounded by Prime Agricultural Land, Rural Areas, and Protected Countryside. These roads function to move local traffic, including motorized and horse-drawn vehicles, to urban settlement areas and larger Regional Roads. They also serve the movement of farm equipment between farms and can also provide a scenic route for cyclists. Rural Township Roads can be gravel or paved, each of which have unique design considerations. As such, two rural road typologies have been identified: Gravel Rural Roads and Paved Rural Roads.

**Table 6** provides general guidelines for all Rural Township Roads, including widths for common elements.

Table 6: Design Guidance for Rural Township Road Widths

Street Elements	Minimum Width	Recommended Width
Paved Shoulders	1.2 metres	1.5 – 2.0 metres*
Motor Vehicle Lanes	3.3 metres	3.5 metres
Boulevard		Varies

\* Where space exists, a painted buffer may be considered as part of paved shoulders.

### 4.1.1 Gravel Rural Township Roads

Gravel roads typically accommodate relatively low traffic volumes (a few hundred vehicles per day) and are usually class 4 / Minor Collector roads. Gravel rural roads provide shared space for all road users in the roadway. The Township’s gravel roads do not generally have posted speed limits at present, defaulting to 80 km/h, but as per section 5.2, it is proposed to change this so that they are posted at 70 km/h in most locations, and lower near schools and other areas as appropriate.

Lichy Road and Lawson Line are examples of gravel Rural Township Roads.

**Figure 2** illustrates a sample cross-section of a Gravel Rural Township Road.

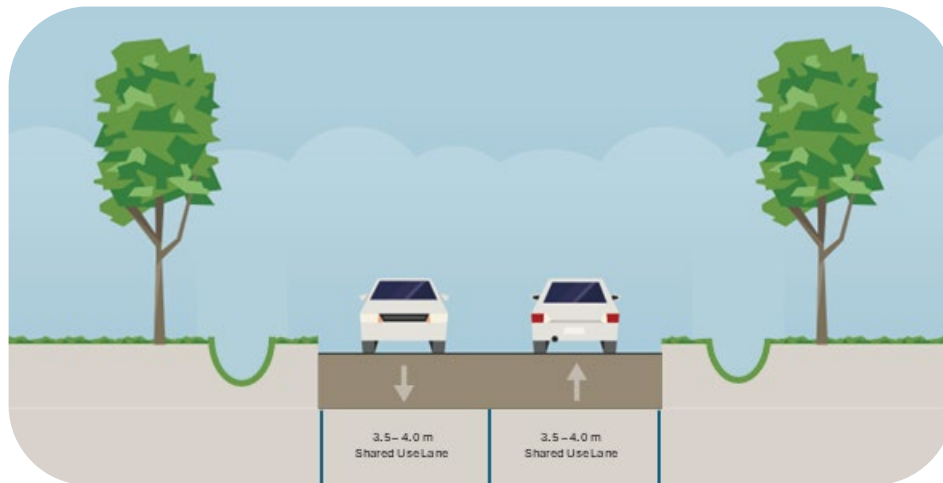


Figure 2: Sample Cross Section for a Gravel Rural Township Road

### 4.1.2 Paved Rural Township Roads

Paved Township Roads carry a higher volume of traffic (approx. 500-1500 daily) and typically have 80 km/h speed limits unless they are through an urban area. They are generally class 3 / Major Collector roads. Paved Rural Township Roads and should ideally include paved shoulders to accommodate bicycles and horse-drawn vehicles.

Deborah Glaister Line and Greenwood Hill Road are examples of paved Rural Township Roads.

**Figure 3** illustrates a sample cross-section of a Paved Rural Township Road.

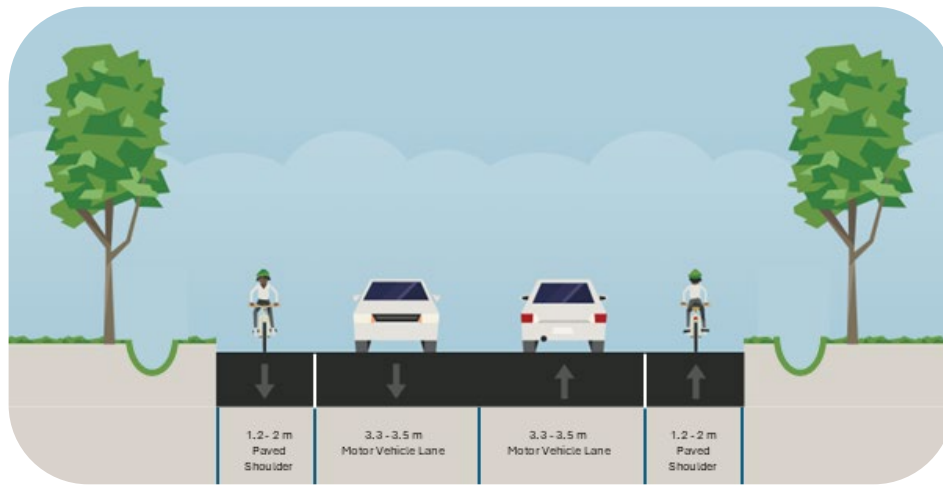


Figure 3: Sample Cross Section for a Paved Rural Township Road

## 4.2 Urban Streets

In the context of Wellesley Township, the term Urban Street refers to any street that travels through a settlement area. Currently, these streets typically have a posted speed of 50 km/h, although as per section 5.2, this is recommended to be lowered to 40 km/h. Efforts should be made when designing streets to align the design speed with this 40 km/h posted speed. Two urban road typologies have been identified as relevant for most urban Township roads: Neighbourhood Collector Street and Neighbourhood Local Streets.

### 4.2.1 Neighbourhood Collector Streets

Within the urban settlement areas, Neighbourhood Collector Streets carry the most traffic and serve a mix of residential, commercial and institutional areas. Generally class 4 or 5 / Minor Collector roads, these streets move larger volumes of traffic and pedestrians and provide greater network connectivity than local streets, often transitioning to Rural Township Roads outside of settlement areas. On Neighbourhood Collector Streets, parking may be provided to increase convenience and provide an additional buffer between the sidewalk and roadway, including through dedicated parking lanes or areas, which are ideally provided via lay-by areas.

It should be noted that today, there are few urban streets in Wellesley that have enough traffic volume to be classified as a collector road, however this may change in the future as growth occurs. Queen’s Bush Road is an example of an existing Neighbourhood Collector Street in Wellesley Township.

**Table 7** provides general guidelines for Neighbourhood Collector Streets, including widths for common elements. **Figure 4** illustrates a sample cross-section of a Neighbourhood Collector Street.

Table 7: Widths for Elements of a Neighbourhood Collector Street

Element	Minimum Width	Recommended Width
Multi-Use Paths	3.0 metres	3.0 metres
Sidewalks	1.5 metres	1.8 metres
Boulevards	1.5 metres	2.0 – 3.0 metres* or more
Motor Vehicle Lanes	3.3 metres	
Parking Lane	2.3-2.5 metres	

\* Where street trees exist or are planned within the boulevard, boulevard widths should be 3.0 metres or wider to accommodate tree roots

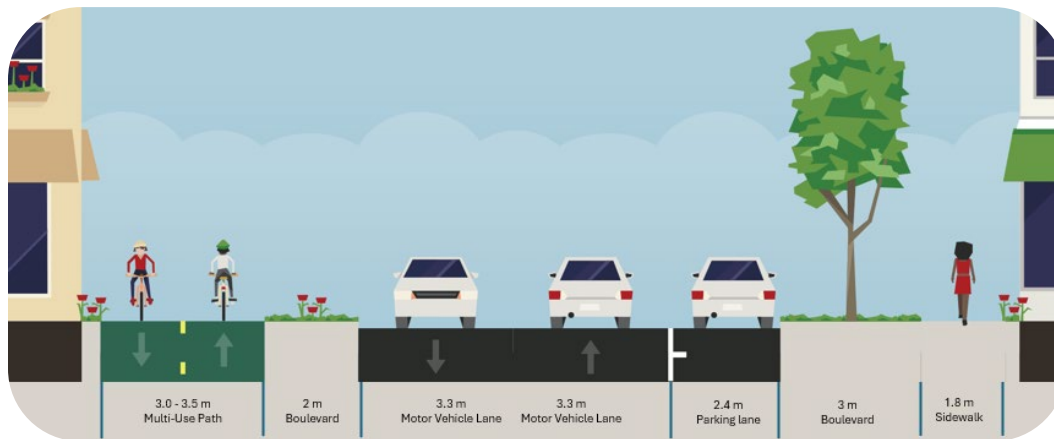


Figure 4: Sample Cross Section for a Neighbourhood Collector Street

### 4.2.2 Neighbourhood Local Streets

Neighbourhood Local Streets are primarily residential streets within urban settlement areas. These corridors primarily serve the function of moving people to and from their homes and are often important neighbourhood public spaces. Slow vehicle speeds should be encouraged, given that they only serve local trips, and are often adjacent to where children are playing or people are enjoying their front yards.

On-street parking is typically permitted on one side; however, these streets do not have designated parking lanes or lay-by spaces, and there are typically low levels of parking demand.

Where vehicles are parked, motorists may need to pull over to allow for oncoming traffic. The roadway is shared between vehicles, bicycles, and parked cars, and design should foster slow motor vehicle speeds to allow for safe shared use.

While many urban neighbourhood streets currently do not provide sidewalks (especially in settlement areas outside of the Village of Wellesley), the long-term goal should be to provide sidewalks on at least one side of all of the Township’s urban streets in the future. There are various contexts where road designs may be implemented. When a new Neighbourhood Local Street is being built as part of a new development, or where there is an opportunity for a comprehensive road reconstruction, sidewalks should be provided on both sides of the roadway, as part of a fully urbanized cross section that includes barrier curbs. On existing streets that are subject to less comprehensive road improvements, or where space may be constrained, a sidewalk on one side may be sufficient. In instances where sidewalks are only on one side of the street, their placement should be as consistent as possible on the same side of the street, to avoid the need for crossing the road or creating indirect paths of travel. It is also advised to prioritize traffic calming efforts (as per Section 6.2) where sidewalks are lacking.

Cycling facilities do not exist currently on most Neighbourhood Local Streets in Wellesley Township; however, in the future, cycling facilities (e.g., bike lanes, multi-use paths) or signed routes should be considered on streets that provide network connectivity or connect to key destinations, such as schools and recreational facilities. On these streets, multi-use paths that accommodate people both on foot and riding bicycles may be an efficient way to expand the active transportation network.

Examples of Neighbourhood Local Streets include Village Road in the Village of Wellesley and Park Street in St. Clements.

**Table 8** provides general guidelines for Neighbourhood Local Streets, including widths for common elements. **Figures 5-7** illustrate various potential cross-sections for a Neighbourhood Local Street, depending on context and constraints.

Table 8: Widths for Elements of a Neighbourhood Local Street

Element	Minimum Width	Recommended Width
Sidewalks	1.5 metres	1.8 metres
Multi-Use Path	3.0 metres	3.0 metres
Boulevards	1.5 metres	2.0 – 3.0 metres*
Motor Vehicle Lanes	3.0 metres	3.5 metres

\* Where there are street trees within the boulevard, boulevard widths should be 3.0 metres or more to accommodate tree roots



Figure 5: Sample Cross Section for a Neighbourhood Local Street, Sidewalk on One Side



Figure 6: Sample Cross Section for a Neighbourhood Local Street, Sidewalks on Both Sides



Figure 7: Sample Cross Section for a Neighbourhood Local Street with Multi-Use Path