

Appendix D: Town of Aurora Policy Tables

Land Use and Development Policies

Document	Policy Statement
OP, Part Three – Planning Components, Section 3.10.1, Automotive and Road Network Policies, pg. 84	h) Where traffic engineering studies warrant, Council will undertake road and intersection improvements to meet current standards. These may include: <ul style="list-style-type: none"> x) pavement markings, lanes or signage to accommodate pedestrians and cyclists.
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 89	d) Commercial, institutional and industrial facilities, which are used by people who depend on transit, shall design and locate entrances near the transit stop.

Bicycle and Trail Networks Policies

Document	Policy Statement
OP, Part Three – Planning Components, Section 3.10.1, Automotive and Road Network Policies, pg. 84	d) Where roads and bicycle routes coincide, and municipal finances permit, new construction or reconstruction of existing roads will aim to accommodate the needs of cyclists.
OP, Part Three – Planning Components, Section 3.10.4, Bicycle Transportation Policies, pg. 89	a) Encourage bicycling for recreation and utility by: <ul style="list-style-type: none"> i) encouraging a continuous network of routes which link important destinations within both the community and the region, ii) adapting the linear Open Space System to accommodate recreational bicycling, where appropriate, as outlined under Public Open Space in Section 3.5 of this Plan, provided the ecology of Environmental Protection Areas in Section 3.11.1 is not harmed, iii) encouraging road design adjustments for utilitarian bicycling. This may include: man hole covers, signs, street channelization, markings, speed, grade and surfacing adjustments, iv) providing linkages between utility and recreational bicycling routes, v) considering separate or shared rights-of-way with pedestrian and vehicular traffic where appropriate, vi) applying the standards and guidelines of the Community Cycling Manual, vii) ensuring public awareness of all bicycle facilities, viii) developing a program of safety awareness for automobile and bicycle users.

Appendix D: Town of Aurora Policy Tables

OP, Part Three – Planning Components, Section 3.10.4, Bicycle Transportation Policies, pg. 90	b) Enhance the conditions for bicycling in heritage areas.
OP, Part Three – Planning Components, Section 3.10.4, Bicycle Transportation Policies, pg. 90	c) Encourage bicycle stands in all major public and private destination points.

Transit Policies

Document	Policy Statement
OP, Part Three – Planning Components, Section 3.10.2, Rail Transportation Policies, pg. 86	a) Encourage commuters to use GO service by; <ul style="list-style-type: none"> i) facilitating access to the system by local transit, bicycles, wheelchairs and cars; ii) ensuring adequate car parking and bicycle racks;
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 88	b) Council may support transit use through: <ul style="list-style-type: none"> i) choice of transit vehicles, shelters, seating, lighting, public phones, and access to transit which ensure comfort and safety of all users; ii) monitoring, and consulting with users to adjust routing and scheduling to changing needs of the community; iii) negotiating public access to a few strategically located restrooms in or near key transit terminals; iv) traffic management policies which give priority to transit vehicles such as transit lanes, transit controlled traffic lights; v) safe and convenient pedestrian access
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 89	e) Aim to provide transit which is accessible to elderly, frail, very young, strollers, bicycles and wheel chairs
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 89	f) Utilize senior government programs which assist in financing transit improvements
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 89	g) Transit shall place priority on serving Urban Residential Areas, community and commercial service and employment areas.

Appendix D: Town of Aurora Policy Tables

OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 89	h) Support innovative approaches to improve mobility of groups without private means of transportation.
--	---

Integration Policies

Document	Policy Statement
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 87	a) Encourage the creation of a regional and/or Greater Toronto Area wide transit network which <ul style="list-style-type: none"> i) encompasses the local transit system; ii) integrates various modes of transit; iii) ensures mobility of groups who have no other means of transportation. This includes many elderly, frail, very young, parents with strollers, persons with disabilities and the poor; iv) includes fare integration.

Maintenance Policies

Document	Policy Statement
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 88	c) Encourage land use and density allocations and subdivision layout to support efficient and appropriate transit service by: <ul style="list-style-type: none"> vi) high maintenance and design standards of the public pedestrian environment, as outlined under Pedestrian Movement Policies, Section 3.10.5 of this Plan.
OP, Part Three – Planning Components, Section 3.10.5, Pedestrian Movement Policies, pg. 90	a) Improve the comfort and safety of the pedestrian environment through such approaches as: <ul style="list-style-type: none"> i) high standards of maintenance and amenity including surfacing, lighting, signage, and provision of public telephones;

Appendix D: Town of Aurora Policy Tables

Transportation Efficiency Policies

Document	Policy Statement
OP, Part Three – Planning Components, Section 3.10.3, Transit Policies, pg. 88	<p>c) Encourage land use and density allocations and subdivision layout to support efficient and appropriate transit service by:</p> <ul style="list-style-type: none"> i) locating seniors, or higher density buildings near roads with transit service; ii) locating regional, community and neighbourhood convenience commercial centres and services, and other major employment areas along transit routes; iii) recognizing that intensification and density increases will improve the viability of transit; iv) providing continuous mid-block collector roads which allow for convenient bus routes in residential and industrial areas; v) subdivision layout which: <ul style="list-style-type: none"> - allow each lot to be no further than 400 metres walking distance from existing and potential transit. This may include walkways between properties to short-cut the vehicular road layout, - indicates future transit stop locations, - allows for a collector road system suitable for transit;

Transportation Demand Management / Alternative Mode Policies

Document	Policy Statement
OP, Part Three – Planning Components, Section 3.10.5, Pedestrian Movement Policies, pg. 90	<ul style="list-style-type: none"> a) Improve the comfort and safety of the pedestrian environment through such approaches as: ii) ensuring standards which consider the needs of the more vulnerable groups in the community, such as elderly, frail, children, women and persons with disabilities who are able to walk; this may include elimination of steps, installation of white strips, or widening of sidewalks; iii) minimizing distances between sidewalks, transit stops and entrances to commercial, institutional, recreational services and workplaces.
OP, Part Three – Planning Components, Section 3.10.5, Pedestrian Movement Policies, pg. 90	b) Council may consider special measures to give greater priority to pedestrian, cycling and community use of local streets through sidewalks, traffic management, signage, street furniture and/or landscaping as may be appropriate.
OP, Part Three – Planning Components, Section 3.10.5, Pedestrian Movement Policies, pg. 90	c) Land use policies shall make the walking environment interesting and safe , as outlined in Section 3.9 Urban Design .