

## 3.2 DESIGN CRITERIA CONDITIONS

The design elements presented in subsequent sections of this guideline provide a typical set or range of criteria that may be applied to most Regional road conditions. Planners and designers are responsible for exercising good professional judgement and experience in the best interests of public health, accessibility and safety. Where a design solution is proposed that does not comply with these guidelines, a more rigorous justification of the design decisions should be provided along with incorporating appropriate mitigation measures.

The design criteria for pedestrian and cycling facilities are provided in this guideline for minimum and preferred conditions. Determining the appropriate design criteria will require an understanding of the local conditions. The preferred design criteria should be the starting points, and any design criteria below them should be justified by the presence of one or more local conditions described below.

For any given Regional road corridor or regionally-significant trail corridor, it is possible to have segments of the pedestrian and/or cycling facilities with different design criteria depending on the local conditions.

Exhibit 3-1. Design Criteria Conditions:

Design Criteria Condition	Description	Potential Local Conditions
Preferred	<ul style="list-style-type: none"> <li>▶ Establishing quality facilities for Regional roads and corridors</li> <li>▶ Starting point for all designs</li> </ul>	No justification required
Minimum	<ul style="list-style-type: none"> <li>▶ Any dimensions less than the preferred</li> <li>▶ Absolute minimum<sup>1</sup> but not less than the minimum width that can be maintained by available equipment</li> <li>▶ Apply to short segments of a corridor where necessary or practicable only, where the constraining feature or condition exists</li> </ul>	Justification required: <ul style="list-style-type: none"> <li>▶ Localized constraint: environmental, heritage, cultural or archeological</li> <li>▶ Limited property</li> <li>▶ Utility or localized fixed object with high cost to relocate</li> </ul>

Note 1: For exterior paths of travel, as per AODA Regulation 413/12, exceptions to the standards are permitted where:

- The requirements, or some of them, would likely affect the cultural heritage value or interest of a property identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value or interest.
- The requirements, or some of them, would affect the preservation of places set apart as National Historic Sites of Canada by the Minister of the Environment for Canada under the Canada National Parks Act (Canada).
- The requirements, or some of them, would affect the national historic interest or significance of historic places marked or commemorated under the Historic Sites and Monuments Act (Canada).
- The requirements, or some of them, might damage, directly or indirectly, the cultural heritage or natural heritage on a property included in the United Nations Educational, Scientific and Cultural Organization’s World Heritage List of sites under the Convention Concerning the Protection of the World Cultural and Natural Heritage.
- There is a significant risk that the requirements, or some of them, would adversely affect water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity or natural heritage values, whether the adverse effects are direct or indirect.
- It is not practicable to comply with the requirements, or some of them, because existing physical or site constraints prohibit modification or addition of elements, spaces or features, such as where increasing the width of the exterior path would narrow the width of the adjacent highway or locating an accessible pedestrian signal pole within 1.5 m of the curb edge is not feasible because of existing underground utilities.