



Template Road Ecology Policies for Planning Document Updates -
For Incorporation into the Transportation Section of Official
Plans

- 1.0 The economic and environmental impacts of interactions between wildlife and road traffic are well documented. When negative impacts are mitigated through the planning, design, assessment and construction of new roads, the management and maintenance of existing roads, and the retrofitting of existing roads, the benefits are received by both humans and the environment. The principle of maintaining and enhancing wildlife movement corridors is also supported through provincial legislation such as the Lake Simcoe Protection Plan (6.26-DP).

It is the policy of the “Town” to require that road ecology practices be incorporated into the process of road location selection, design, construction, and maintenance practices. This includes the expansion and replacement of existing road infrastructure.

- 1.1 Where applicable, road ecology practices, including but not limited to the following, shall be implemented through processes associated with *Planning Act*, *Environmental Assessment Act* and *Conservation Authorities Act* as part of any transportation project.
- a) Areas of significant wildlife movement and/or mortality should be identified and avoided. Where avoidance is not possible, appropriate mitigation shall be implemented.
 - b) Fragmentation of natural heritage corridors with roads and infrastructure should be avoided, where possible.
 - c) The movement of wildlife should be facilitated between natural areas to provide corridors and connect natural areas. Wildlife corridors such as key natural heritage features and key hydrologic features should be maintained and where possible, improved or restored.
 - d) Where appropriate, new and replacement watercourse crossings shall be designed to facilitate the movement of appropriate native wildlife.
 - e) In rural areas, roadside plantings to discourage wildlife habitat and movement immediately adjacent to infrastructure should be considered.
 - f) Roadside warning signs should be placed in areas of significant wildlife movement.
 - g) Temporary or seasonal speed limits should be implemented in high wildlife mortality zones.
 - h) A roadway directional lighting strategy should be implemented that avoids too much lighting in environmentally vulnerable sites.

- 1.2 Road ecology practices that reduce vehicular-wildlife interaction and impact on wildlife pathways while still providing a safe transportation environment should be included in the creation, review, and update of the following documents:
- a) Watershed and Subwatershed Plans
 - b) Master Plans such as Transportation and Environmental Servicing
 - c) Municipal Class Environmental Assessments
 - d) Secondary Plans
 - e) Neighbourhood/Community/Block Plans
 - f) Natural Heritage Evaluations/Environmental Impact Studies
 - g) Municipal Road Maintenance and Upgrade Standards/Protocols/Manuals