

Addendum to Report TR-TAPS-63-14

To: Chair and Members of the Transportation and Public Safety Committee
From: M.J. Kelly, Director of Transportation Services
Mike Muir, Director of Paramedic Services
Meeting Date: December 18, 2014
Subject: **Updated Information - Simcoe Road 91 Transfer Delegation**
Status: Recommendation adopted by Committee as presented per Resolution TAPS09-15; Endorsed by County Council January 6, 2015 per Resolution CC22-15;

Recommendation(s)

WHEREAS at the August 7, 2014 Transportation and Public Safety Committee meeting a resolution was passed requesting that a staff report be completed regarding the closure of Simcoe Road 91 and development of Sideroad 26/27;

AND WHEREAS at the October 23, 2014 Transportation and Public Safety Committee meeting two delegations were received;

AND WHEREAS staff was requested to investigate and report on several items raised by the delegations;

NOW THEREFORE BE IT RESOLVED THAT Report Addendum to TR-TAPS-63-14 regarding the closure of Simcoe Road 91 and development of Sideroad 26/27 as well as information regarding the October 23, 2014 delegations be received for information.

Background

At the October 23, 2014 Transportation and Public Safety Committee Meeting Report TR-TAPS 63-14 regarding historical information concerning the proposed closure of Simcoe Road 91 was received for information purposes.

Also at the October 23, 2014 meeting the Committee entertained two delegations regarding the closure of Simcoe Road 91. The Committee requested staff to review the information presented by the delegation and complete a report regarding information brought forward. The following is a summary of the issues presented and the findings.

Simcoe 91 Corridor Agreement between Simcoe County and Grey County (approximately 2000)

Clearview Township, Simcoe County or Grey County have no knowledge of a Corridor Agreement regarding Simcoe Road 91. No evidence of such an agreement can be found by County staff.

Niagara Escarpment Commission Review (Appendix A)

Grey County has submitted its comments to the Niagara Escarpment Committee. The comments included the following:

- a. The design for Sideroad 26/27 complies with a design speed of 70 kilometers per hour and not 80 kilometers per hour for a rural highway as per the Geometric Design Manual.
- b. The design indicated that the road would be surfaced with two courses of hot mix paving when justified in the future.
- c. The paving included the driving lanes and paved shoulder.
- d. The design included the construction of ditching, but did not provide information regarding the outletting of the collected water. This would not normally be included on the drawings, but is a requirement of the common drainage law.

Escarpment Protection Areas

The Niagara Escarpment Commission will consider these issues during its review and administration of a permit for the proposed work.

The Niagara Escarpment Commission has retained a consultant to determine the future aesthetics of the road.

Communications with Grey Highlands

The Municipality of Grey Highlands had a member on the Transportation and Public Safety Committee when the issue and agreements were discussed.

Intersection

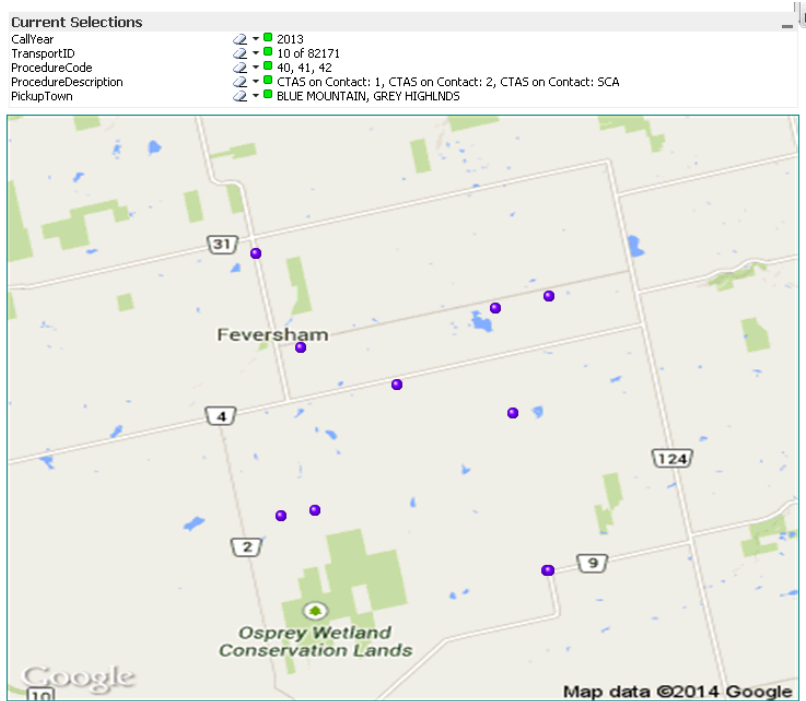
It is recognized that the traffic patterns may change, especially with traffic restrictions being placed on Sideroad 26/27; however, none of the roads are nearing capacity and it is not anticipated that significant (auxiliary lanes or traffic control signals) will be required at the intersections.

Paramedic Services

The eastern area of Grey Highlands has been serviced by Grey County Paramedic Services (GCPS) ambulances stationed in Markdale, Dundalk and Craigleith, and by Simcoe County Paramedic Services ambulances stationed in Collingwood and Stayner. Ontario Land Ambulance Service is considered “seamless” meaning that the closest available ambulance will respond to emergency calls regardless of municipal boundaries/jurisdiction.

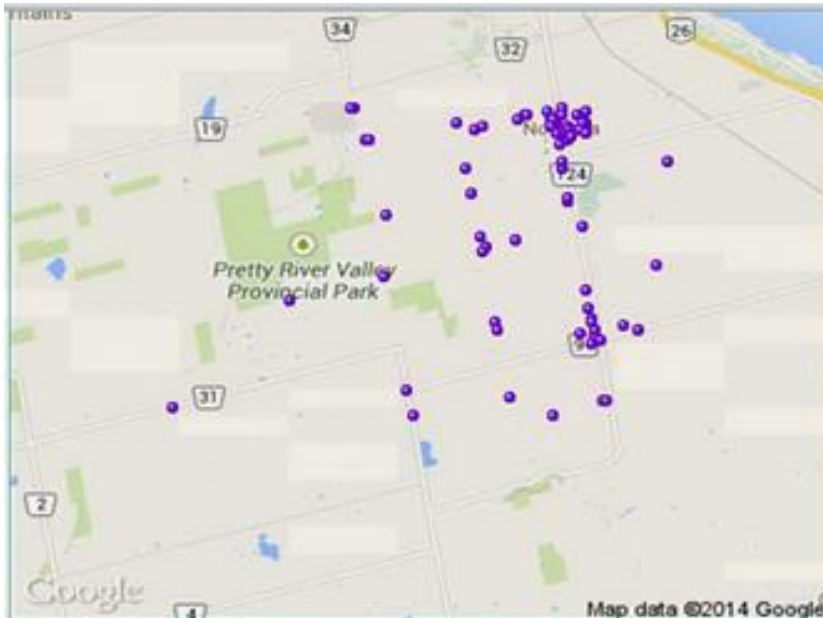
The response area most affected by the closure is the easterly border of Grey County bordering on Simcoe County. The closing of Simcoe Road 91 will affect service levels to Grey Highlands along the Grey Road 31 corridor between Nottawasaga Sideroad 26/27 to the north and Simcoe Road 124 to the south. Ambulances responding to the area from Stayner currently access the area directly on Simcoe Road 91 and are the only ambulances affected by the closure. To access the affected area ambulances will be required to take alternate routes including Sideroad 26/27 and Simcoe Road 124. Calls responded to by stations located in Markdale, Dundalk, Craigleith and Collingwood will not be affected by the closure. Additionally, ambulances positioned in Kimberly on standby as part of the services’ deployment model will not be affected by the closing when responding to calls.

Emergency Response to the eastern are of Grey Highlands has traditionally seen higher response times as a result of geography and distances from current ambulance station locations. Call volumes in this area are low compared to more populated areas of the county. In 2013, GCPS responded to ten high priority emergency calls in eastern Grey Highlands as demonstrated by the map below:



Response times to the calls ranged from 11 minutes to 28 minutes with all responses to the calls originating from within Grey County municipal boundaries.

Simcoe County Paramedic Services responded to six calls in the same time period as demonstrated by the following map:



An analysis of the calls shows that the closing of Simcoe Road 91 would have affected three of the six calls. Call response times for Simcoe County were not available at the time of the writing of this report.

Ambulance response to the affected area has been challenging in the past and the closing of Simcoe Road 91 will impact response; however, it will be limited to a relatively low number of calls. The sporadic and unpredictable nature of emergency response coupled with low call volumes seen in the area make any solutions for improving service to the area difficult and costly. Potential improvements in service delivery could include the increasing of staffing levels in the Craigleith station from twelve hours per day to twenty-four hours per day. This staffing increase will improve response to service areas bordering The Blue Mountains and Grey Highlands; however, improvements to the affected area would be minimal. Another potential solution would be the building of a new base located in Singhampton to service eastern Grey County. Based on historical low call volumes the cost/benefit analysis would not support this option. GCPS anticipates that service levels will not be significantly affected due to the closing of Simcoe Road 91.

Financial / Staffing / Legal / Information Technology

Considerations

Simcoe Road 91 is under the jurisdiction of Simcoe County and it has the authority under the Municipal Act to transfer the road to Clearview Township.

Once Clearview Township's plans for Sideroad 26/27 are received, Grey County will review and provide comments, if applicable

Link to Strategic Goals / Priorities

Not applicable

Attachments

[County Comments - Clearview Appendix A
TR-TAPS-63-14 Simcoe Road 91 Transfer](#)

Respectfully submitted by,

M.J. Kelly
Director of Transportation Services

Mike Muir
Director of Paramedic Services