

# Transportation Master Plan

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# What we will cover

- Purpose of the TMP
- Process Update
- TMP Recommendations and Potential Implementation Options
- Next Steps

# Purpose of the TMP

- Action Item of the County Strategic Plan
- Ensure the transportation system is designed to attract people to live and work here
- Address short, medium and long-term multi-modal transportation needs of Grey County
- Develop a strong, sustainable, multi-modal transportation system
- Prioritizes critical pieces of infrastructure
- Integrate with neighbouring transportation systems

# Process Update

- **November 26, 2013** – Council provided input/comments on draft strategies and options
- **January 31, 2014** – Local Municipal Staff provided input/comments on draft strategies and options
- **Between February and March** – received some further comments from some of the local municipalities
- **Spring/Summer of 2014**– Staff and Consultant prepared the draft TMP and draft Action Plan

# Process Update

- **July 2014** – presented draft TMP and draft Action Plan to Steering Committee
- **Summer 2014** – revised draft TMP based on comments from Steering Committee
- **Fall 2014** – draft TMP and action plan presented to Committee/Council
- **November 2014** – draft TMP and draft Action Plan circulated

# TMP Recommendations

- ❑ RFP approved by Council to hire a consultant
- ❑ RFP identifies the items to be addressed as part of the TMP
- ❑ Consultant has done what has been asked of them as per the RFP
- ❑ Many different options and recommendations to consider as outlined in the draft TMP

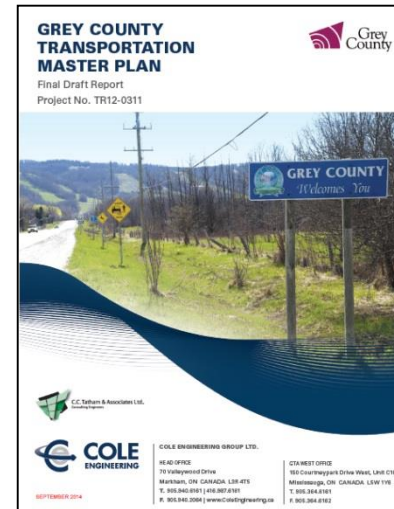
# TMP Recommendations

- Draft Action Plan has been prepared and circulated – provides a potential action plan for moving forward with the TMP recommendations
- Given current resources – can't tackle everything – need direction from Council on what recommendations to move forward with and to prioritize which recommendations should be implemented first

# TMP Recommendations

## □ TMP Contains Recommendations and Options for:

- Active Transportation
- Transit
- Community Traffic
- Road Rationalization
- Bridge Rationalization
- Connecting Links
- Goods Movement



## □ Timelines in the draft Action Plan will need to be adjusted



# Transit

1. Support existing local transit services within the County.
2. Support transit-supportive development through Official Plan land-use policies (e.g. intensification, settlement area policies).
3. Lead discussions with municipalities and private operators to:
  - Identify the demand and market for public transit in the County;
  - Identify where existing services, including specialized services, can be expanded, combined or enhanced.

**\*Next steps – move forward with the recommendations in the Rural Transportation Study as supported in principle by Council**

# Active Transportation

- Develop an Interim Active Transportation Master Plan (short-term)
- Develop a Comprehensive Active Transportation Master Plan (long-term plan) on-roads and off road
- Improve Active Transportation Network
  - Provide connections
  - Utilize paved shoulders (strategically located)- where, cost.
  - Provide supporting infrastructure
    - Bicycle parking, shower/change facilities
    - Parking at trail and route accesses
    - Signage and way-finding
  - Permit ATV and snowmobile use along or across strategic road sections to provide a more connected network of trails

# Community Traffic

- Speed Management in transition zones- Rural vs Urban
  - Provide visual cues to the driver (e.g. change of cross section from rural to urban, gateway signage)
  - Policy and process for investigating areas where excessive speeds are reported
  - “toolbox” of speed management measures

Recommendation – develop criteria for considering the implementation of the Community Traffic Measures identified in the TMP (2017)

# Road Rationalization

## Objective of Road Rationalization

- A County Road network is to provide the efficient movement of goods and people.
- Are all Grey Roads functioning as County Roads?
- To ensure appropriate accountability to the road users.
- Allow for the application of standards and practices that best suit the road classification.
- Facilitate the smart and focused spending of County funds.

County has a significant backlog of road needs that can only be addressed by:

- Reducing the road system (i.e. ensuring that the County road system contains roads that are servicing a County function), or;
- Increasing the available finances

# Road Rationalization

County roads should (principles assessment)...

1. Provide appropriate service within all areas of the County
2. Complement the provincial highways
3. Be direct, succinct & intuitive
4. Provide a high degree of connectivity and level of service
5. Be capable of being improved and/or maintained to a reasonable standard
6. Be along the shortest practical route
7. Not provide redundant service
8. Not extend through downtown areas

# Road Rationalization

## □ Criteria Considered- Scoring

1. Urban centre, resort/recreation or upper tier connector
2. Heavy industrial service
3. Barrier service
4. Speed limit
5. Traffic volume
6. Continuity through the County
7. Connects to neighbour jurisdiction
8. Provides by-pass function of urban/built-up areas

# Road Rationalization

- Current County Road System – 877 km
- Existing Grey Roads that do not meet the County Road Principles and Criteria
- Recommended to be Transferred to the County – 41 km

# Road Rationalization

## Transfer Options

- ❑ Option 1: Do Nothing
- ❑ Option 2: Transfer Roads in their Current State
- ❑ Option 3: Transfer Roads in an Improved State (as appropriate)
- ❑ Option 4: Transfer Roads with Concessions
- ❑ Option 5: Transfer All County Roads & Provide Engineering Support

**Consultant recommends an approach that seeks to establish partnerships and cost sharing (e.g. Option 3 or 4)**



# Road Rationalization

## Functional Classification

- Identified Minor/Secondary Arterials and Major/Primary Arterials
- Minor/Secondary Arterials
  - Connect secondary settlement areas/minor activity centres within the County
  - Connectivity between primary arterials or connects a settlement area with a primary arterial road
  - Access to local properties and intersecting municipal roads/local streets
- Major/Primary Arterials
  - Connect primary settlement areas/major centres within and outside the County
  - Accommodate long distance person or goods movement through the County

**Recommendation: set construction targets based on classifications**

# Road Rationalization

## Potential Action Plan

- Finalize Road Rationalization Criteria and Principles (2015)
  - Prepare a report to Committee/Council
  - Apply road criteria and principles to develop an agreed upon County road network
- Develop a Funding Model/Transfer Model for Potential Road Transfers (2016)
- Develop a Road Transfer Plan (2016/2017)
- Implement the Road Transfer Plan (2017 to 2021+)

# Bridge Rationalization

## Objective of Bridge Rationalization

- Establish structure ownership: County vs. local
- Establish process for transfer of ownership
- Ensure most appropriate use of County funds

## Existing Conditions

- County owns 192 bridge and culvert structures
  - 143 structures on County roads
  - 49 structures on local roads

# Bridge Rationalization

- Structure ownership should follow road ownership
- Proposed County bridge rationalization process:
  - bridges on County roads remain with County
  - bridges on current municipal boundaries to be transferred to the boundary municipalities
  - bridges on former municipal boundaries to be transferred to the local municipality
  - bridges on other local roads to be transferred to the local municipality

# Bridge Rationalization

## Transfer Options

- Transfer of structures should follow the road transfer process
  - Option 1: Do Nothing
  - Option 2: Transfer Structures in their Current State
  - Option 3: Transfer Structures in an Improved State (as appropriate)
  - Option 4: Transfer Structures with Concessions
  
- Phasing must be in coordination with the road transfers

# Bridge Rationalization

## Bridge Closure

- Develop rationalization, consideration for possibly closing a structure:
  - type of land use and level of development served by the structure
  - redundancy of structure
  - size of structure
  - traffic volumes
  - detour length
  - condition of road
  - condition of structure

# Bridge Rationalization

## Potential Action Plan

- Develop Bridge Classification Criteria and Assess Bridges (2015/2016)
  - Prepare a report to Committee/Council to discuss potential system to classify bridges (open or close)
  - Assess bridges through a comprehensive Environmental Assessment process
- Develop a Funding for Potential Bridge Transfers (2016)
- Develop a Bridge Transfer Plan (2016/2017)
- Implement Bridge Transfer Plan (2017 to 2021+)

# Connecting Link

## Objectives of Connecting Link

Reconcile the competing needs of County vs Local

- County: continued connectivity Rural
- Local: permits, utilities, access by motorists, pedestrians and cyclists  
Urban

Remove County from access and ROW issues

- Local municipality would own the road, County approves construction plans, County would assist with funding maintenance and construction
- Local municipality would control speed limits, pedestrian facilities, access control, ROW requirements (e.g. setbacks, signs, etc.) along the link



# Connecting Link

## Connecting Link Transfer Options

- Option 1: transfer in current state
- Option 2: improve the road to address the NOW needs as per the Road Needs Study (future costs to be shared)
- Option 3: improve the road to address all needs as per the Road Needs Study (future costs to be shared)

**Recommendation: Option 2 (or some variation of Option 2)**

# Connecting Link

## Potential Action Plan

### Establish Connecting Link Agreements (2015)

- Develop funding criteria for the maintenance and construction of connecting links
- Develop a connecting link agreement template
- Present funding model and connecting link agreements to Council

# Goods Movement

**Objective:** To better accommodate truck traffic in support of the County's economic objectives and needs.

## Recommendations

- Investigate specific network changes for truck traffic
- Develop supplementary signage strategy for alternate routes on County Road 18 around Owen Sound and County Road 28 around Hanover
- Establish a policy defining pavement design and road design elements that meet the needs of primary and secondary truck routes

# Other Implementation Strategies

- Develop design standards to address the requirements of the Accessibility for Ontarians with Disabilities Act (AODA) – 2015/2016
- Incorporate the Policy Recommendations with respect to Harbours, Airports and Rail Corridors into the County Official Plan - 2015

# Next Steps

- Implement Further Engagement Strategy
  - Local Municipal Session (prior to Public Meeting)
  - Public Open House and Public Meeting – mid-February
  - Summarize comments received and present final TMP and Action Plan to Council's for Consideration and direction (Q2/2015)
  
- Begin Implementing TMP Recommendations **based on direction from Council**

# Questions?