

Transportation Master Plan

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Purpose of Meeting

- What is the purpose of the Transportation Master Plan
- Findings of the Consultant Assignment
- Explain Possible Next Steps
- Obtain feed back from you.

Principles

- Action Item identified in the County Strategic Plan
- Economic Development is essential to all of Grey County
- Transportation is essential to maintain existing and promoting future development
- Must consider the long and short term needs of all transportation modes for economic development.
- The County Road System is not sustainable with the current funding.
- The County recognizes that the local municipalities have significant financial pressures and do not wish to assume additional costs.
- The distribution of County Roads should be fair and equitable for all municipalities .
- Must view as a whole and not separate pieces.

Major Purpose of TMP

Ensure the transportation system is designed to attract people to live and work in Grey County.

Process Update

- **April 2013** – Information Sessions held throughout the County to receive initial input from the community
- **Summer/Fall 2013** – Comments summarized and draft strategies and options prepared
- **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

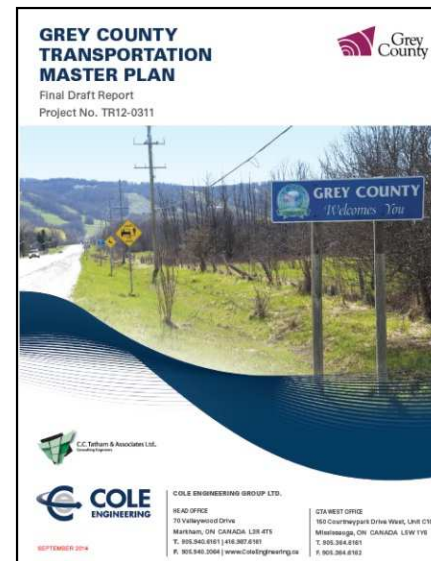
- **July 2014** – presented draft TMP and draft Action Plan to Steering Committee
- **Summer 2014** – revised draft TMP based on comments from Steering Committee
- **Fall 2014** – draft TMP and action plan presented to Committee/Council
- **November 2014** – draft TMP and draft Action Plan circulated
- **December 2014** – Presentation provided to Council to update them on the TMP
- **February 2015** – Draft Priority Action Items presented to Council

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

- TMP Contains Recommendations and Options for:
 - Transit
 - Active Transportation
 - Community Traffic
 - Road Rationalization
 - Goods Movement
 - Bridge Rationalization
 - Connecting Links
 - Other Strategies...



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
- Council wants your input on what recommendations/options the County should move forward with and what recommendations should be a priority

Transit

- There are a number of existing transit service providers
- Need to facilitate discussions with municipalities and existing transit providers to identify where existing services can be enhanced
- Council directed staff to move forward with investigating the possibilities of collaborating with existing providers
- Rural Transit Study completed which recommended:
 - Creating a single access point
 - Developing partnerships amongst the providers through a collaborative model
 - Broaden eligibility criteria to include youth and people living in poverty

Moving Forward, Priority Action Items

Transit

- Implement the recommendations contained in the Rural Transit Study – 2015 budget includes funds to begin this process
- Grant application has been submitted to the Province to expedite implementing the recommendations
- Discussions have commenced with existing transit providers

Active Transportation

- What is it?
 - Transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding.
 - Cycling is one of the most popular forms of active transportation in Grey County
 - Recreational Cycling and Commercial Cycling
 - What scope and who do you accommodate?

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

Moving Forward, Priority Action Items

Active Transportation

- Develop an updated Paved Shoulder Policy/Program - strategically locate paved shoulders based on policies/standards with better alignment with Tourism Cycling Routes, etc. (meetings have already commenced)
- Explore opportunities to improve trail user experience (e.g. parking facilities, signage, etc.)
- What scope?

Community Traffic

- What is it?
- 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
 - Cost

Recommended Priority Action Item – develop principles and policies of assessing Community Traffic Calming Measures identified in the TMP

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 serving 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 – 403 km (Potential Transfer to local municipalities)
- Recommended to be Transferred to the County – 41 km

Road Rationalization

- Improvement Costs (2011 Road Needs Study)

Road Jurisdiction	Length of Road	TIME OF NEED			
		Now	1 to 5 Years	6 to 10 Years	Total
Existing County Road to remain County Road	474 km	\$36.23 M	\$15.44 M	\$12.17 M	\$63.84 M
Existing County road (possible transfers) *	403 km	\$43.82 M	\$17.37 M	\$7.89 M	\$69.08 M

* Costs adjusted to reflect local versus County road standards

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

Moving Forward, Priority Action Items

- Road Rationalization
 - Postpone for at least 2 years the recommended transfers until further data/information is collected (e.g. Asset Management Plans have been completed)
 - Use the Road Rationalization to create a Functional Classification (i.e. Road Hierarchy) and develop appropriate standards/policies based on hierarchy
 - Further investigate moving forward with the Goods Movement Road transfers where there are 'even length' trades to create immediate efficiencies in the County Road Network

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

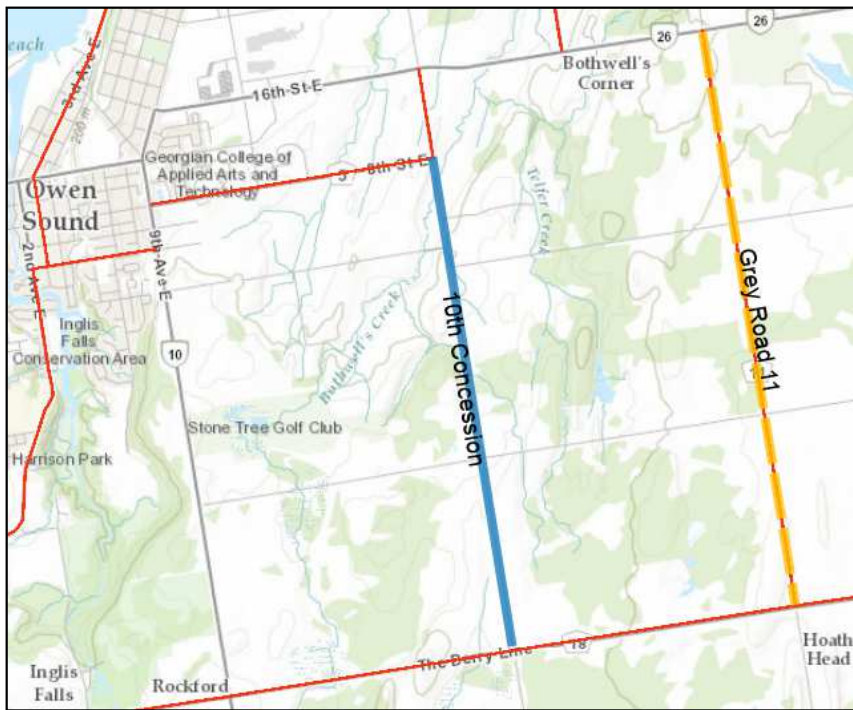
Moving Forward, Priority Action Items

- Goods Movement
 - Further investigate moving forward with network improvements where there are 'even length' trades to create efficiencies in the County road network

Moving Forward, Priority Action Items

- Network Improvements:

Grey Road 11 for 10th Concession



Grey Road 25 for Bentinck-Sullivan Townline



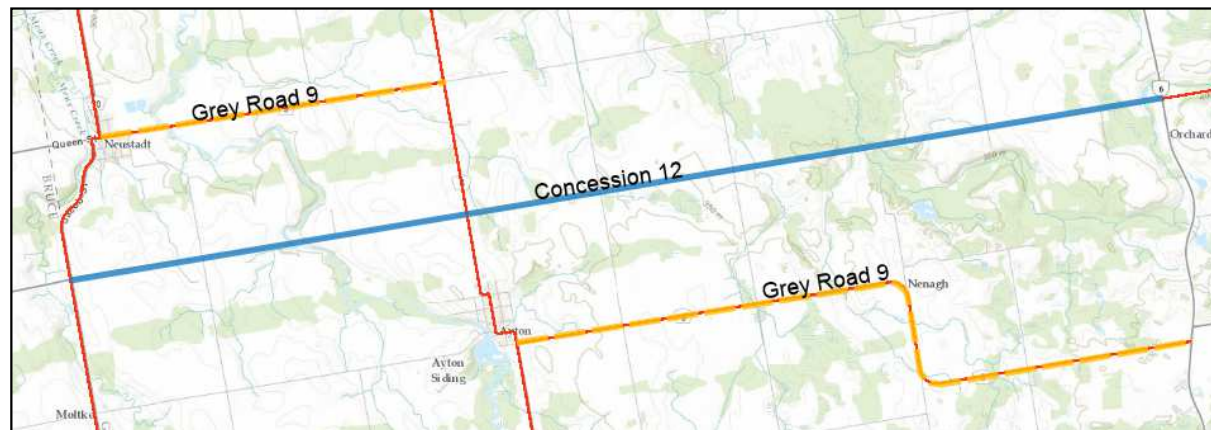
Moving Forward, Priority Action Items

- Network Improvements:

Grey Road 14 for Southgate Sideroad 11



Grey Road 9 for Concession 12



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 Ownership

- Change of ownership of structures if structures on current local roads were transferred

	Bridge	Culvert	Total
Current County Structures	135	57	192
County Structures on Existing Local Roads	43	5	48
Remaining County Structures if Local Road Structures were transferred	92	52	144

* Some structures would be shared structures between local municipalities

Bridge Ownership

- Change of ownership of structures with:
 - Structures on local roads being transferred; and,
 - Structures on transferred roads being transferred as per the road rationalization recommendations

	Bridge	Culvert	Total
County Structures (if current local roads structures were transferred)	92	52	144
Structural Transfers if Road Rationalization Network Implemented – Proposed Local Roads	34	28	62
Remaining County Structures	58	24	82

* Some structures would be shared structures between local municipalities

Bridge Rationalization

- Bridge Improvement Costs (2011 Road Needs Study)

Proposed Road Jurisdiction	No. of Structures	Time of Need			
		Now	1 to 5 Years	6 to 10 Years	Total
Total – County Structures	82	\$2.06 M	\$4.67 M	\$0.95 M	\$7.68 M
Total – Local Structures (Proposed) *	110	\$15.2 M	\$2.76 M	\$0.53 M	\$18.5 M *
Total	192	\$17.26 M	\$7.43	\$1.48 M	\$26.18 M

* Approximately \$7.97 M would be shared between two municipalities

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

Moving Forward, Priority Action Items

- Bridge Rationalization
 - Develop Bridge Classification Criteria based on principles of when a bridge should be replaced or closed
 - Postpone any consideration of transfers until there is more data/information (e.g. Asset Management Plans have been completed)
 - Develop criteria to transfer bridges in the future

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)

Moving Forward, Priority Action Items

Connecting Links

- Establish Connecting Link Agreements
 - Develop connecting link principles and 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

Other Implementation Strategies

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

Recommended Priority Action Items

- **Develop design standards to address the requirements of AODA**
- **Incorporate the Policy Recommendations with respect to Harbours, Airports and Rail Corridors into the County Official Plan**

Summary of Recommended Priority Action Items

Transit – continue moving forward with Rural Transit Study recommendations

Active Transportation - Develop a strategic Paved Shoulder Policy/Program, explore opportunities to improve trail user experience

Community Traffic Measure - Develop principles/policies for assessing Community Traffic Calming Measures

Road Rationalization/Goods Movement – postpone transfers, except for ‘even length’ trades, develop standards/policies based on functional classification/hierarchy

Bridge Rationalization – develop bridge classification criteria/principles, develop transfer criteria, postpone any transfers

Connecting Links – Develop connecting link principles and connecting link agreements

Other Strategies – Develop design standards to address AODA, Incorporate the Policy Recommendations with respect to Harbours, Airports and Rail Corridors into the County Official Plan

Next Steps

- Comment deadline – May 6, 2015
- Summarize comments received and present final TMP and Priority Action Plan to Council for Consideration and direction
- Begin Implementing TMP Recommendations based on direction from Council

Questions/ Comments?