

# Welcome

## What is a Transportation Master Plan?

A **Transportation Master Plan (TMP)** is a long-term, strategic planning document that sets and prioritizes policy direction and infrastructure investment for the Municipality's transportation system. This will be Meaford's first comprehensive TMP.

## Meaford's TMP will:

- 🎯 Establish a long-term plan for transportation for both the rural and urban contexts
- 🎯 Consider all modes of travel (i.e. driving, cycling, walking) and the movement of commercial vehicles (i.e., trucks, agricultural equipment)
- 🎯 Assess future mobility needs to support the economy and tourism and develop solutions to meet these needs
- 🎯 Provide recommendations on managing transportation infrastructure (roads, bridges) and improving safety and sustainability

## Consultation Objectives:

- 💬 Show how your input and issues have been incorporated
- 💬 Present the draft Transportation Master Plan to obtain your input and feedback

Public Consultation Round #2  
Winter 2021



# Study Process and Consultation



# What We Heard

Due to the COVID-19 pandemic, consultation for this TMP has been moved online. We have received more than 300 survey responses to the first PIC. **Concerns include safety, traffic operations and active transportation.**

Detailed below are some key takeaways from consultation. See slides 7 and beyond to see how we addressed these concerns.

Many rural roads are in poor condition and should be prioritized for maintenance to help support the agricultural economy.

Miller St is a steep and narrow roadway, experiences speeding, and is unsafe for pedestrians

Cycling facilities, signage, and sidewalks would improve and promote active transportation

Turning onto Sykes St / Highway 26 is difficult and causes congestion

Traffic calming is needed: Miller St, Ridge St, Pearson St, Union St, Centre St, Sykes St, St. Vincent St, Aiken St, and Nelson St.

New sidewalks and crosswalks are needed, many roads do not have sidewalks

# Updated Vision & Goals



The draft vision, goals and directions were presented to the public at the first round of consultation. We have reviewed your feedback and made changes. The TMP's final vision and goals are presented below.

## Vision

*The Municipality of Meaford will provide a sustainable, connected and economical multi-modal transportation system where goods and agricultural equipment are moved efficiently and people of all ages and abilities can travel safely.*

## Goals

**Goal #1:** Meet the needs of present and future urban and rural residents and businesses.

**Goal #2:** Be delivered and maintained in a fiscally responsible and sustainable manner.

**Goal #3:** Enhance safety, accessibility, equity and inclusivity and to support active, healthy lifestyles & livable communities.

**Goal #4:** Support environmental sustainability and climate change objectives.

# Needs & Opportunities

These findings identify the problems and issues to address in the TMP. They were identified through technical analysis and through the first round of consultation. This board summarizes the major needs and opportunities identified.



## Improve the road network to accommodate growth and better support the agricultural economy

- Capacity or operational improvements near growth areas
- Rural road upgrades and improvements
- New east-west connection south of the urban area



## Address speeding and safety concerns

- Develop a traffic calming policy and transparent process
- Expand the traffic calming toolbox
- Improve intersection safety



## Support active transportation as a community health objective

- Prioritize sidewalk construction
- Retrofit sidewalks and ramps to meet AODA standards
- New or safer mid-block pedestrian crossings
- Expanded safe cycling routes
- First and last mile support for regional transit initiatives



## Improve maintenance and asset management

- Improved maintenance policies
- Prioritize bridge and structure renewal

# Alternative Strategies



Assessing alternative strategies is a key component of the Municipal Class Environmental Assessment process. Each alternative is assessed against how well it aligns with each of four criteria.

<p><b>1 Maintain Existing Infrastructure</b></p> <p>A minimum-cost planning strategy that focuses on maintaining the Municipality’s existing assets in a state of good repair.</p>	<p><b>2 Improve the Road Network</b></p> <p>Focuses transportation investment solely on growing and upgrading the road network.</p>	<p><b>3 Invest in Active Transportation</b></p> <p>Focuses on growing active transportation usage through infrastructure investment and travel demand management.</p>	<p><b>4 Combined Approach</b></p> <p>Focuses on targeted investment across all modes of infrastructure that address specific needs more effectively.</p>
<b>Criteria #1: Contributes to creating a more multi-modal transportation system</b>			
<p><b>Low:</b> Does nothing to improve the status quo of the auto-focused transportation system.</p>	<p><b>Low:</b> Increases overall road capacity and connectivity but does not improve mobility for any other modes.</p>	<p><b>High:</b> Focuses investment on walking and cycling, increasing mobility options for residents and visitors.</p>	<p><b>High:</b> Addresses needs of all modes – strategic road improvements, sidewalk expansion and supporting strategies.</p>
<b>Criteria #2: Represents a fiscally-responsible management of transportation infrastructure</b>			
<p><b>High:</b> Focuses on maintaining and optimizing existing assets rather than new construction.</p>	<p><b>Low:</b> Road expansion projects are expensive and do not typically represent high return investments.</p>	<p><b>Medium:</b> AT projects are typically lower cost investments and can provide a high return. The alternative ignores road maintenance issues, however.</p>	<p><b>High:</b> Focuses investment where it is most needed for all modes and where the biggest benefits are achievable.</p>
<b>Criteria #3: Enables efficient movement of goods and agricultural equipment</b>			
<p><b>Medium:</b> Improved maintenance practices may improve the efficiency of goods movement.</p>	<p><b>High:</b> Improves conditions for goods movement and agricultural equipment as these predominantly happen on Meaford’s roads.</p>	<p><b>Low:</b> Does nothing to improve status quo for goods movement or the agricultural industry.</p>	<p><b>High:</b> Targets strategic corridors for upgrades in the rural area based on agricultural and goods movement needs.</p>
<b>Criteria #4: Improves socio-economic and environmental outcomes</b>			
<p><b>Low:</b> Does nothing to improve status quo in terms of economic development, tourism or environmental impacts.</p>	<p><b>Medium:</b> An improved road network may incentivize economic development however it is likely to worsen environmental outcomes.</p>	<p><b>High:</b> Investments in AT can produce improved health and environmental outcomes and increase tourism appeal.</p>	<p><b>High:</b> Strategic investments aim to support tourism, economic development and mitigate environmental risks.</p>
<b>Overall Score</b>			
<b>Medium</b>	<b>Medium</b>	<b>Medium</b>	<b>High – Preferred Solution</b>

# Draft Recommendations

The preferred alternative – Combined Approach - provides recommendations for how the transportation system will grow and change through to 2045. These recommendations will be implemented gradually over the next 25 years. Recommendations include the following:



## Roads (slides 8 to 10)

- Corridor upgrades in the rural area
- Traffic calming measures where vulnerable road users mix with traffic
- Traffic operations and intersection safety studies at select locations
- Speed limit changes to better reflect the design and context of specific corridors
- New road classification system



## Cycling (slide 11)

- Confirming the Grey County Cycling and Trails Master Plan's recommended routes
- Additional signed routes providing continuous paved and unpaved corridors
- Bicycle parking facilities at key locations in downtown Meaford



## Pedestrians (slide 12)

- Priority sidewalk corridors to guide new sidewalk construction
- New safe pedestrian crossings along Sykes St and Nelson St (CR-12)
- Upgrades to older sidewalks to ensure they meet the Accessibility for Ontarians with Disabilities Act, 2005



## Policies (slides 13 to 16)

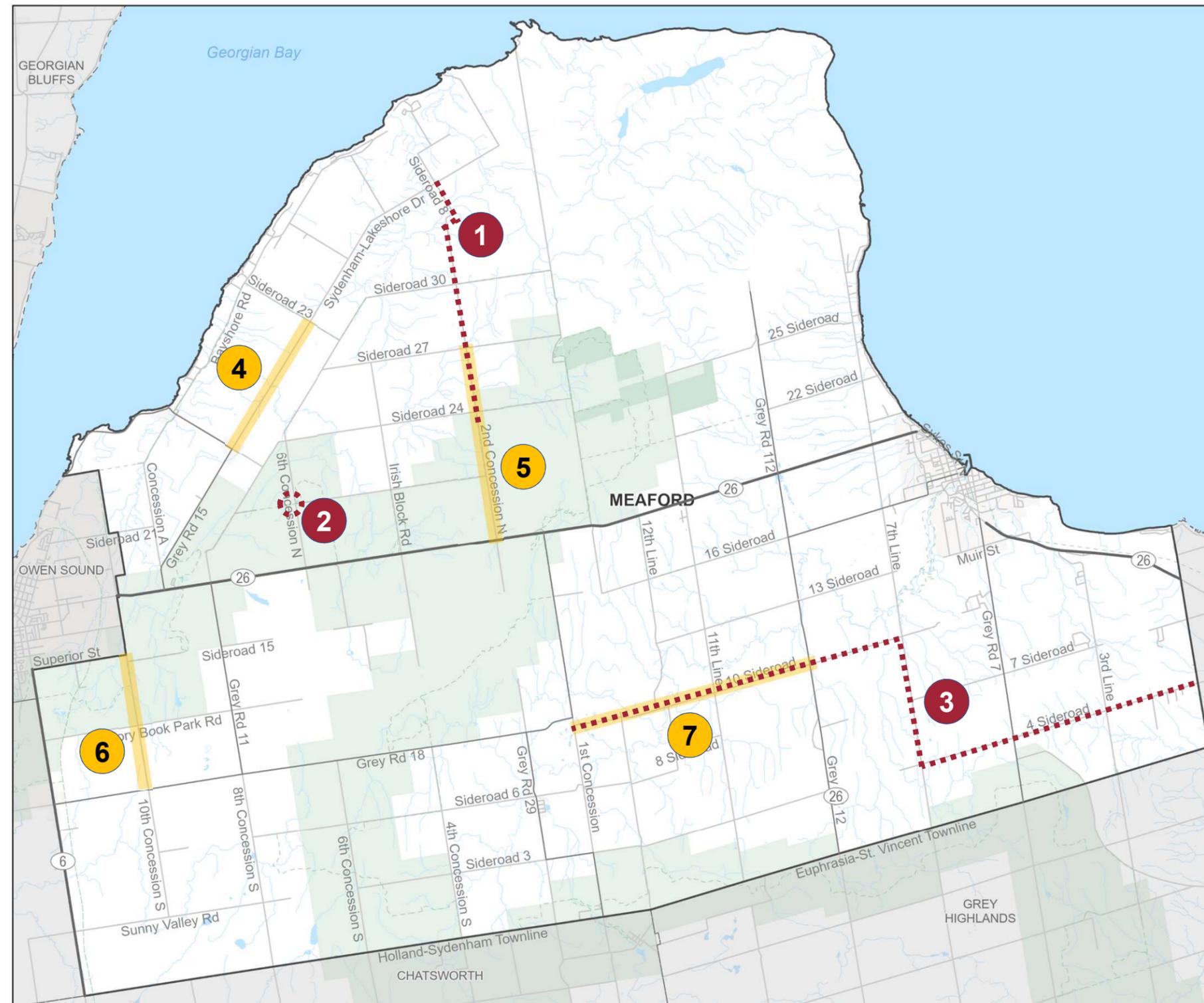
- Safety program and policies including: traffic calming, collision data collection, speed limits and community safety zones.
- Road operation and maintenance policies including stop signs, one-way streets, paving
- By-law recommendations including car parking, accessible parking, bicycle parking and sidewalk construction

# Recommendations - Rural Roads

- 1 **Sideroad 8 & Concession Rd 2 N:** Corridor upgrade and paving.
- 2 **Sideroad 22 & Concession Rd 6:** Add to maintenance program to remove vegetation and any other obstructions that would help improve sightline.
- 3 **East-West Connection:** Longer-term corridor upgrades, including paving segment of Sideroad 10.
- **Speed Limits:** Speed limits will be reviewed on an individual basis following provincial guidelines and industry best practices to better reflect the design and context of specific corridors.

**Rural Collector Roads:** Will be upgraded over time to a higher standard to support agricultural and commercial vehicle movements and tourism traffic.

- 4 Lakeshore Dr
- 5 Concession Rd 2 N
- 6 Concession Rd 10
- 7 Gerald Shortt Pkwy / Sideroad 10

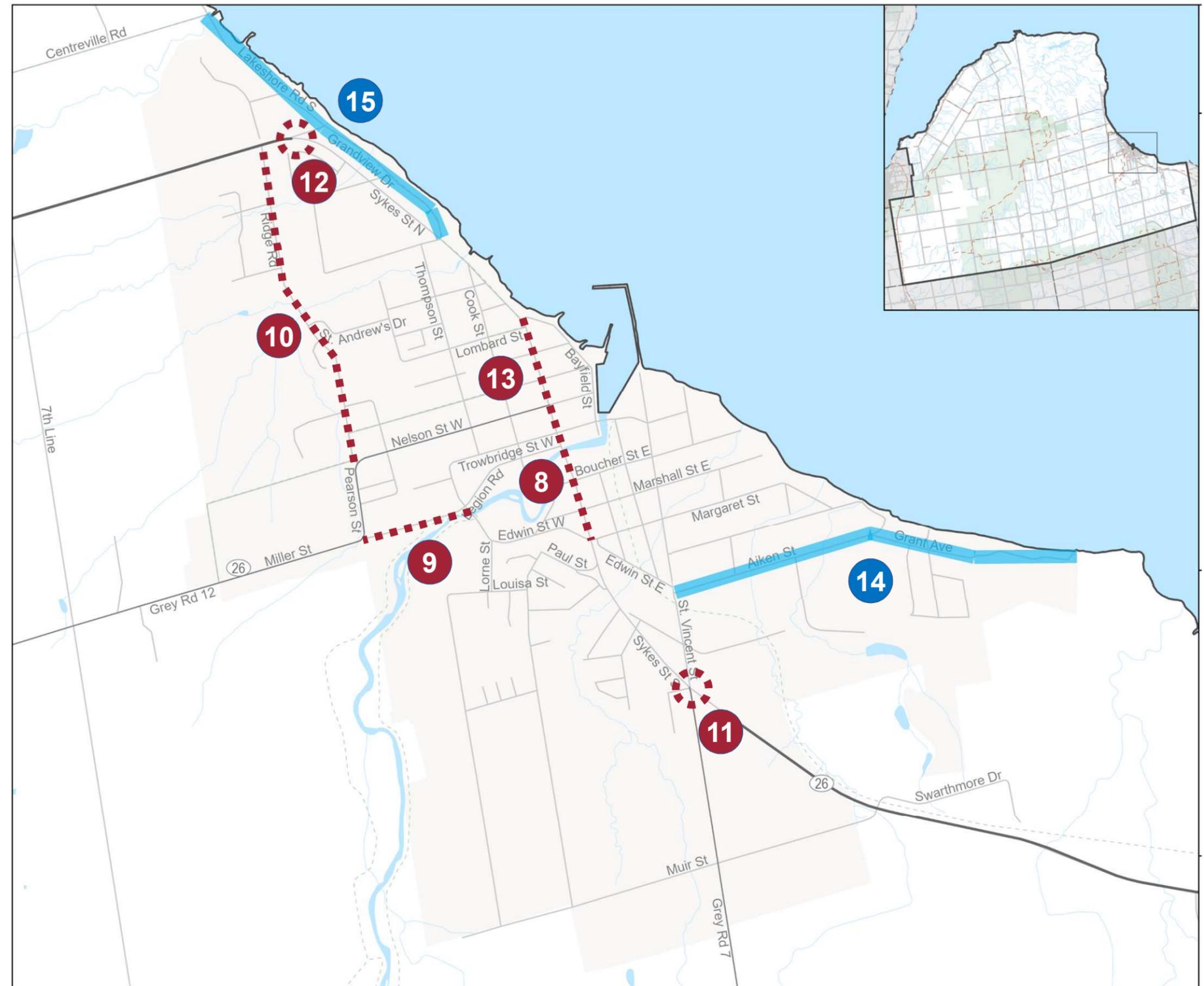


# Recommendations - Urban Roads

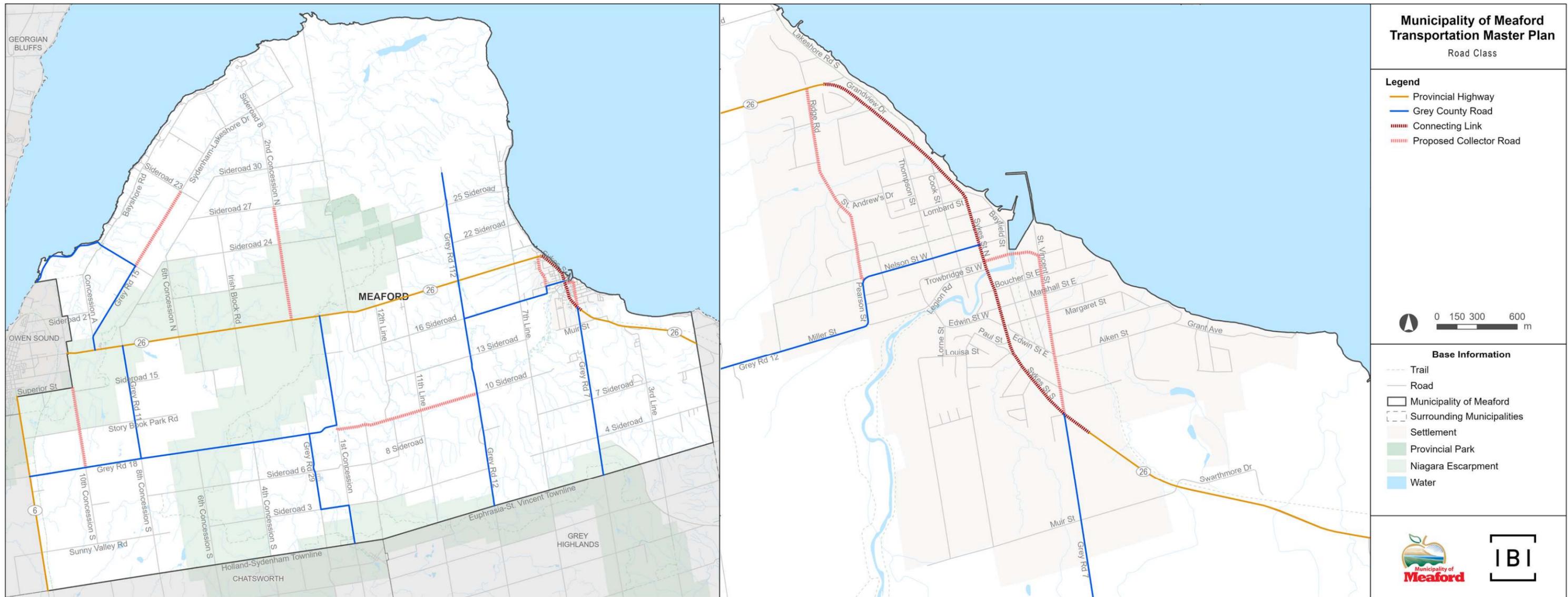
- 8 Sykes St Traffic Operations Study:** Study traffic operations and safety at all intersections between Edwin St and Bayfield St.
- 9 Miller St:** Convert to cul-de-sac to remove cut-through traffic issues and improve safety for pedestrians and cyclists.
- 10 Pearson St / Ridge Rd:** Corridor traffic study; intersection studies at Nelson St, St. Andrews Dr & Highway 26; new pedestrian and cycling facilities.
- 11 Sykes St & St. Vincent St Intersection:** Work with Grey County to improve safety and traffic operations.
- 12 Sykes St & Ford Ave:** Further study required to determine if sight distance and safety issues require closing or turning restrictions at Ford Ave at Sykes.
- 13 Parking Study:** Review supply and demand in commercial core; update policies and by-laws across the entire community.

**Traffic Calming Application:** Implement soft traffic calming measures. Monitor compliance and consider hard traffic calming measures if necessary.

- 14** Aiken St / Grant Ave
- 15** Grandview Dr / Lakeshore Rd



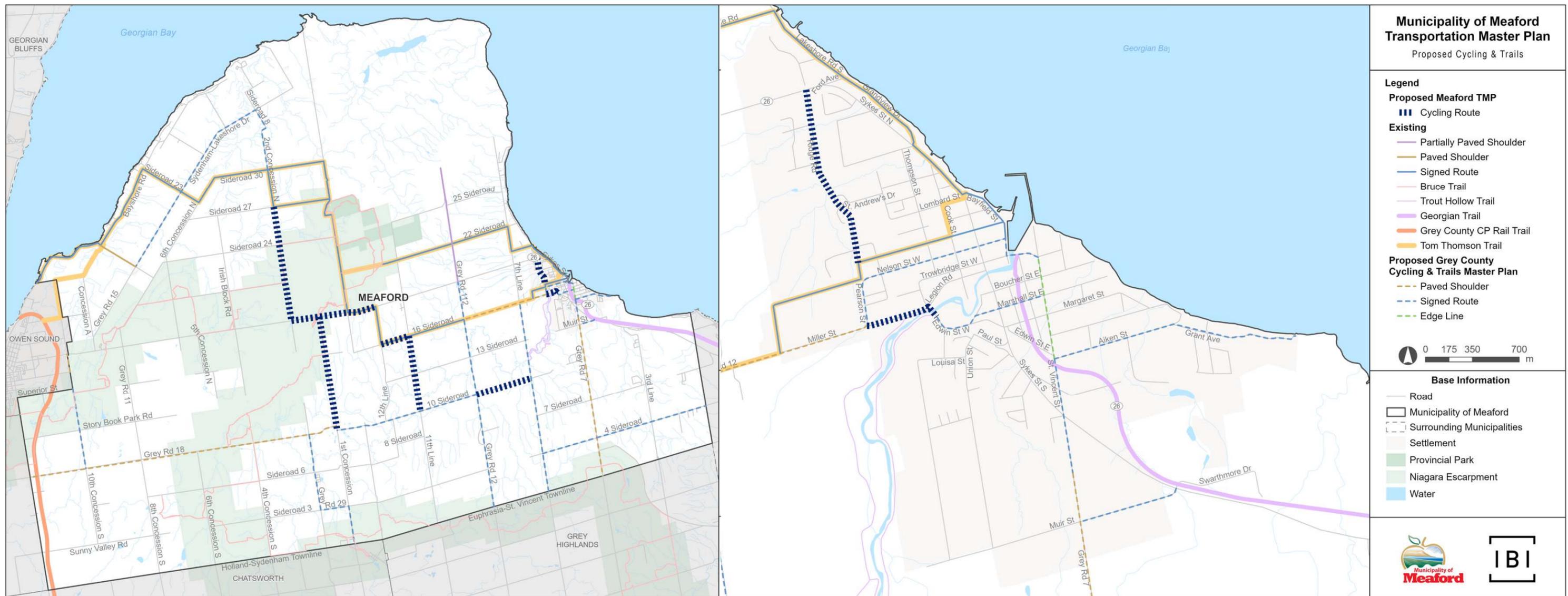
# Recommendations - Road Classification



A road classification system helps define the physical and functional characteristics of roads.

Benefits include: improved coordination and planning of land use and transportation; prioritized levels of street maintenance; setting appropriate speed limits, access control; identifying and preserving the intended service function of roadways.

# Recommendations - Cycling



The TMP builds upon the Grey County Cycling and Trails Master Plan (Draft February 2020).

In rural Meaford the TMP adds new connections, aiming to create continuous paved and unpaved options for touring cyclists to ride.

Within the urban area, two links were identified to help grow cycling as a local transportation choice, access local businesses and reach recreational trails and routes. These corridors include: Pearson St / Ridge Rd and Miller St.

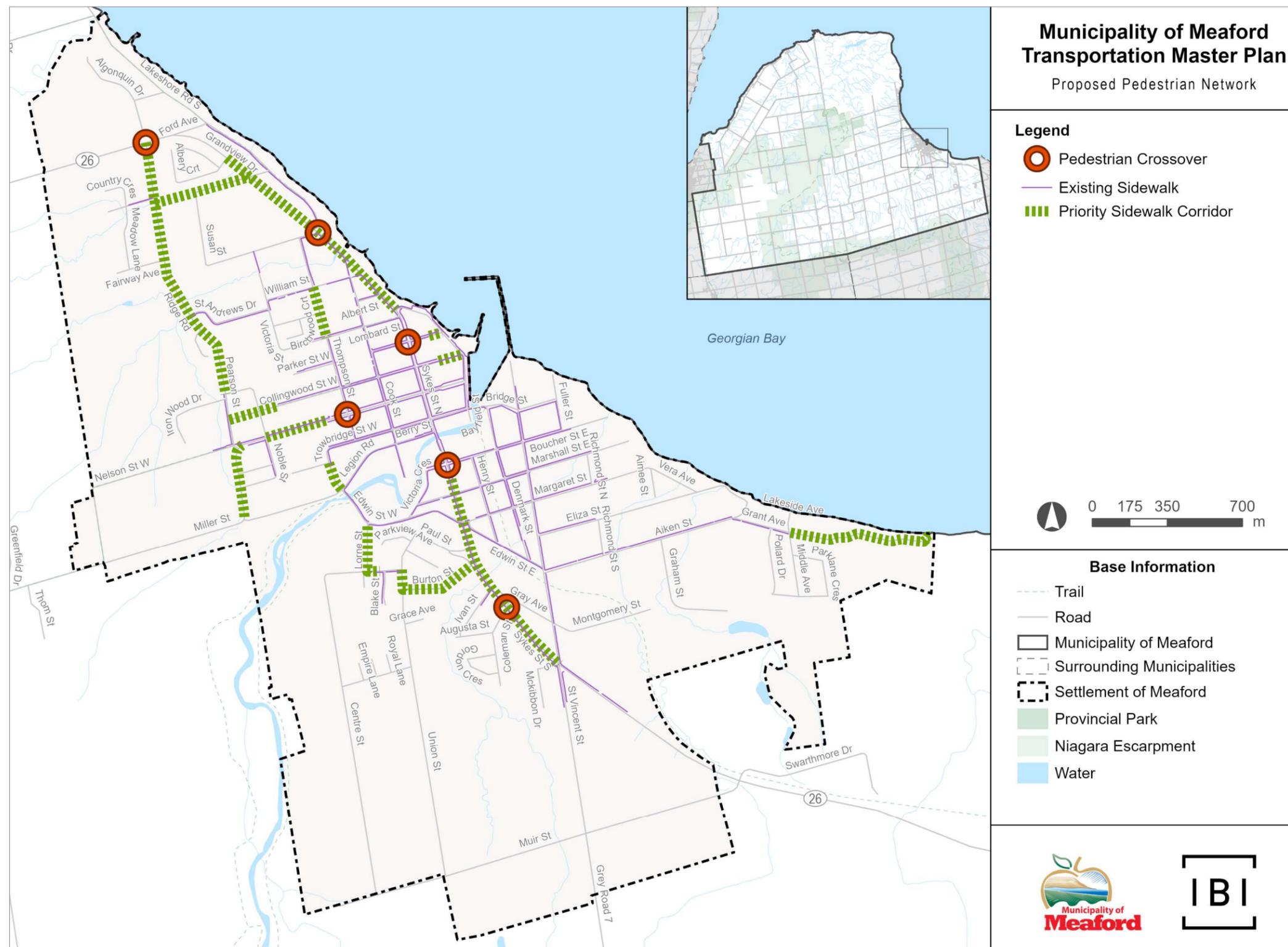
# Recommendations - Pedestrians

## Priority Sidewalks

The TMP identifies several corridors where new sidewalks will be prioritized. These corridors fill gaps and provide connections to growth areas.

## New Pedestrian Crossovers

Six locations identified to provide pedestrians with a safe, visible midblock street crossing. Pedestrians have priority at these crossings, while drivers do not have to stop unless people are waiting to cross.



# Recommendations - Traffic Calming

Traffic calming is a means of reducing traffic speeds and volumes on roads. Meaford's traffic calming process will assess public requests and if warranted, start with soft traffic calming (passive) measures. If necessary through monitoring, more expensive active physical measures will be implemented.

## Soft Traffic Calming

Soft calming measures improve driver awareness or reduce speeding through visual cues.

Examples include:

Enhanced signage or flashing beacons



Narrowed lane widths and/or speed limit bollard



Portable radar message boards



## Physical Measures

Physical measures alter the roadway to create changes in direction or other obstacles to slow traffic.

Examples include:

Vertical deflection elements (e.g. speed humps, raised intersections, raised pedestrian crossings)



Horizontal deflection elements (e.g. pinch points, chicanes, curb extensions)



Intersection modifications (e.g. neighbourhood traffic circles)



# New TMP Policies and Programs

## Road Safety Policy

Safety for all road users is a major priority in managing and planning the transportation network.

## Road Safety Program

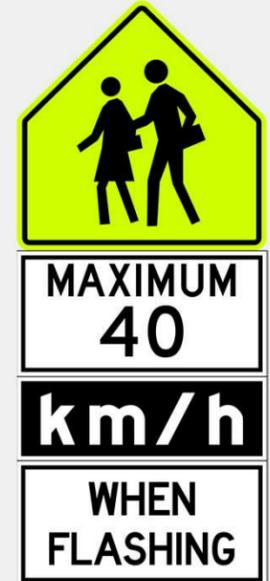
The Municipality will:

- ✓ Regularly collect collision data for review.
- ✓ Identify intersections and mid-block locations with the most collisions.
- ✓ Report to council findings once per year.
- ✓ Assess locations for issues/needs with speed limits, stop signs, community safety zones.
- ✓ Consider allocating capital budget amount for ongoing safety improvement program.
- ✓ Coordinate with OPP and/or Grey County on bringing Automated Speed Enforcement to Meaford.



## Traffic Calming

- ✓ Data should be collected to quantify the issue and determine if measures are needed (thresholds met)
- ✓ Monitor locations for effectiveness. Consider physical measures only after soft measures are shown to not adequately address the issue.



## Community Safety Zones

- ✓ The Municipality will coordinate Community Safety Zone enforcement with OPP.
- ✓ The Municipality will explore partnerships to consider implementing Automated Speed Enforcement.
- ✓ Assess and monitor on a case-by-case basis and integrate with the road safety program



# New TMP Policies and Programs

## Speed Limits

- ✓ The Municipality should consider a 40 km/h default urban speed limit.
- ✓ Speed limit reviews should be undertaken on an individual basis to identify problem locations in the urban and rural areas.
- ✓ Speed limits will be set following industry practices.



## Stop Signs

- ✓ The Municipality will follow industry practices to determine if a stop sign is warranted, prior to installation.
- ✓ Stop signs are not appropriate to protect pedestrians, as a speed control device or as a means of deterring through traffic.
- ✓ The Municipality will assess locations with problematic all-way stop control for potential changes.



## One-Way Streets

One-way streets would only be considered through:

- ✓ A comprehensive assessment of safety implications for all modes of travel (walking, cycling, and vehicles)
- ✓ An operations study assessing impact of diverted traffic and gain or loss of access and convenience for residents and businesses.



## Parking and Accessible Parking

- ✓ Accessible parking will follow AODA guidelines for all new developments and retrofits.
- ✓ Municipality-wide bylaws and other parking policies are to be reviewed as part of a Parking Study.
- ✓ The Municipality should consider eliminating or reducing off-street parking minimums for new developments.



# New TMP Policies and Programs

## Sidewalks

- ✓ Over time, within the urban area, sidewalks should be provided on one side of all local roads, and, where feasible, on both sides of collector, county and provincial roads, and streets within the downtown area.
- ✓ The Municipality will update bylaws to require new residential and commercial developments to construct sidewalks to the nearest existing sidewalk connection



## Rural Roads and Bridges

- ✓ Meaford will undertake a more detailed study to review existing road surfaces and determine the appropriate surface type consistent with industry best practices
- ✓ Bridge rehabilitation and replacement will be prioritized using industry best practices, incorporating criteria such as traffic volumes, detour distance, structural deficiencies and repair or replacement value.



## Cycling

- ✓ The Municipality will update bylaws to require new residential and commercial developments to provide cycling parking.
- ✓ The Municipality will, where feasible, provide paved shoulders along identified cycling routes where AADT is greater than 700 vehicles per day.



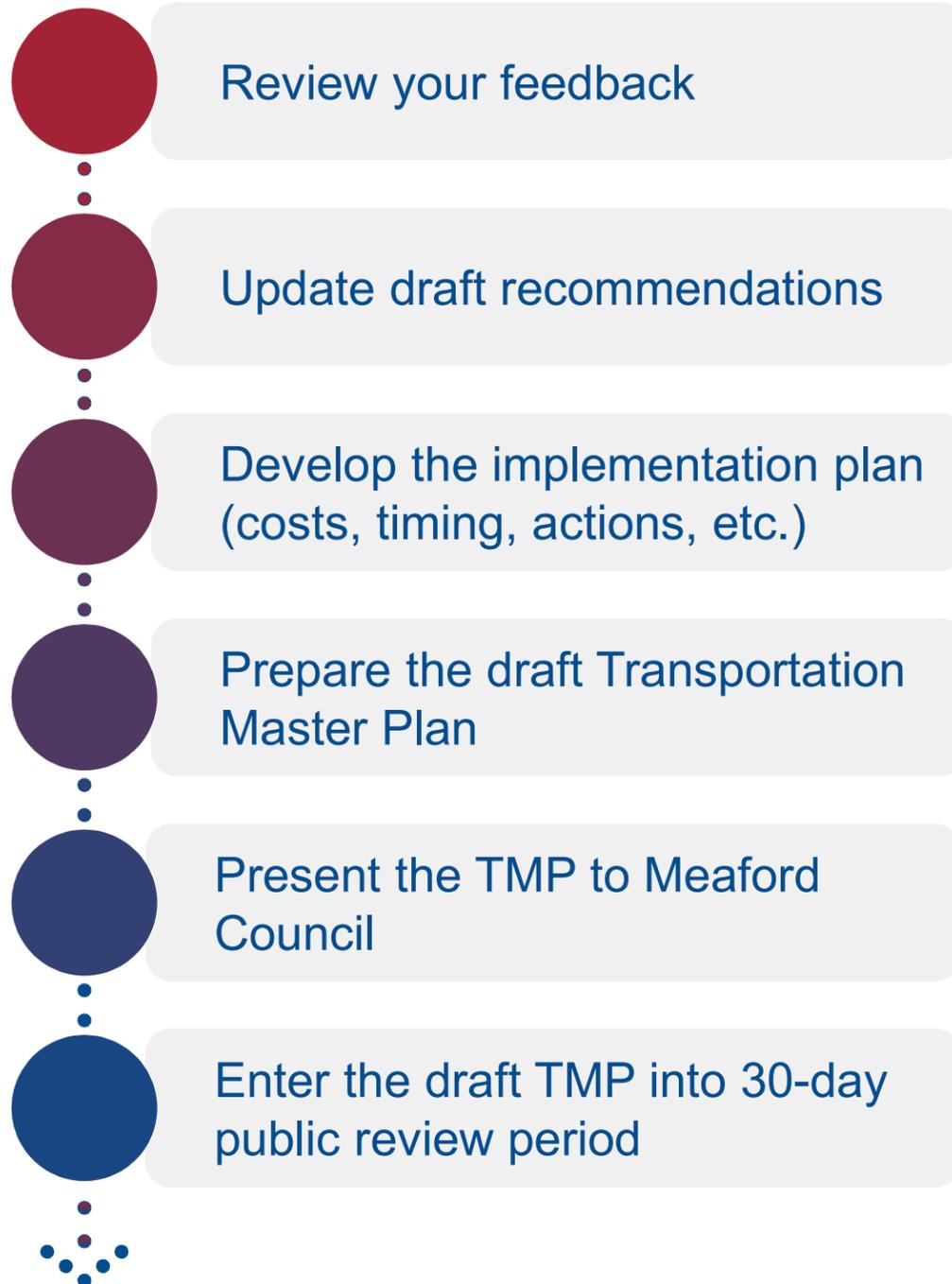
## Heavy Trucks

- ✓ The Municipality will, as part of its upcoming road use by-law, restrict commercial/heavy vehicles from local streets unless making a local pick-up or delivery. These vehicles should use identified collector roads, county roads and provincial highways whenever possible.



# Next Steps

Please provide your feedback through the survey. We will then:



## Take the Survey!

Help shape the TMP by taking the public opinion survey. We want your input on the draft recommendations.

Take the survey online at [www.meaford.ca/TMP](http://www.meaford.ca/TMP) or call **519-538-1060 ext. 1302** to take the survey by phone.

## Stay Connected!

Visit [www.meaford.ca/TMP](http://www.meaford.ca/TMP) for updates and to provide feedback.

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