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Memorandum

To/Attention Municipality of Meaford **Date** May 19, 2021
From IBI Group **Project No** 124140
cc
Subject **Meaford Transportation Master Plan**
Active Transportation

1 Introduction

Active transportation, which includes any type of human-powered travel, is an integral part of Meaford's transportation network and a focus area of the Transportation Master Plan (TMP). Increasing the availability, safety and convenience of walking and cycling facilities will contribute to achieving the TMP's vision and its core objectives. A connected active transportation network allows residents and visitors to move around Meaford in an affordable, efficient and healthy way and provides an alternative to driving for many trips. Active transportation also plays an integral part in tourism in Meaford, as touring cycling, the waterfront, parks, and trails attract visitors to the Municipality.

This memorandum presents the active transportation recommendations of Meaford's Transportation Master Plan. It is organized into the following sections:

- **Background:** A discussion of the importance of active transportation to Meaford and how improving active transportation helps Meaford achieve the TMP's vision and goals.
- **Pedestrian Network:** A review of existing conditions, an assessment of pedestrian needs and the development of pedestrian network recommendations.
- **Cycling Network:** A review of existing conditions and the recent Grey County Cycling and Trails Master Plan, an assessment of cycling needs and the development of cycling network recommendations.

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2 Background

Importance of Investing in Active Transportation

Active transportation plays an important role in Meaford's transportation system providing mobility to those without cars, creates healthier and happier communities, improves environmental outcomes and has economic benefits including being an important part of Meaford's tourism sector.

The compact nature of Meaford's urban area lends itself well to make walking and cycling a viable choice for residents and visitors. More trips by foot or bike can help take pressure off the existing parking supply and reduce the growth in traffic volumes. This is particularly true for new developments where people are establishing travel choices and sustainable infrastructure can affect those choices.

Active transportation also plays a role in rural Meaford. Despite the lack of sidewalks, residents and visitors often walk or cycle along rural roads, and Meaford is a great destination for cycle touring – a growth area in the economy.

Trends across Ontario are pointing to an increasing demand among residents for more multi-modal options for transportation, including safer active transportation facilities. With working from home expected to be more common following the COVID-19 pandemic, Meaford can position itself to be more attractive to younger and working age people who are working in bigger cities, but want the charm and lifestyle of a smaller, walkable community.

Supporting the TMP Vision and Goals

Investing in the active transportation networks is a key component of the TMP to achieve the vision and goals set out in an earlier phase of the study and shaped through public and stakeholder input.

Active transportation supports the Meaford TMP Vision of providing “a sustainable, connected and economical multimodal transportation system” while improving efficiency and improving safety for people of all ages and abilities.

Active transportation also supports the following TMP goals and direction as discussed in the Needs & Opportunities report.

- Goal #1: Meet the needs of present and future urban and rural residents and businesses.
 - Direction #1: Develop a multi-modal transportation network that enables regional travel and sustainable travel choices.
 - Direction #3: Support economic development and tourism.
 - Direction #4: Increase access to opportunity for residents and businesses.

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- Goal #2: Be delivered and maintained in a fiscally responsible and sustainable manner.
 - Direction #8: Embrace sustainable transportation practices and the emerging shared economy.
- Goal #3: Enhance safety, accessibility, equity and inclusivity and to support active, healthy lifestyles & livable communities.
 - Direction #9: Improve traffic safety for all road users.
 - Direction #10: Enable active transportation as an everyday option for residents of all ages and abilities.
 - Direction #11: Enhance connections to recreational trails and facilities.
- Goal #4: Support environmental sustainability and climate change objectives.
 - Direction #13: Reduce reliance on single-occupancy vehicles.
 - Direction #14: Transition to a more integrated multi-modal transportation system.
 - Direction #15: Contribute to a reduction in greenhouse gas emissions.

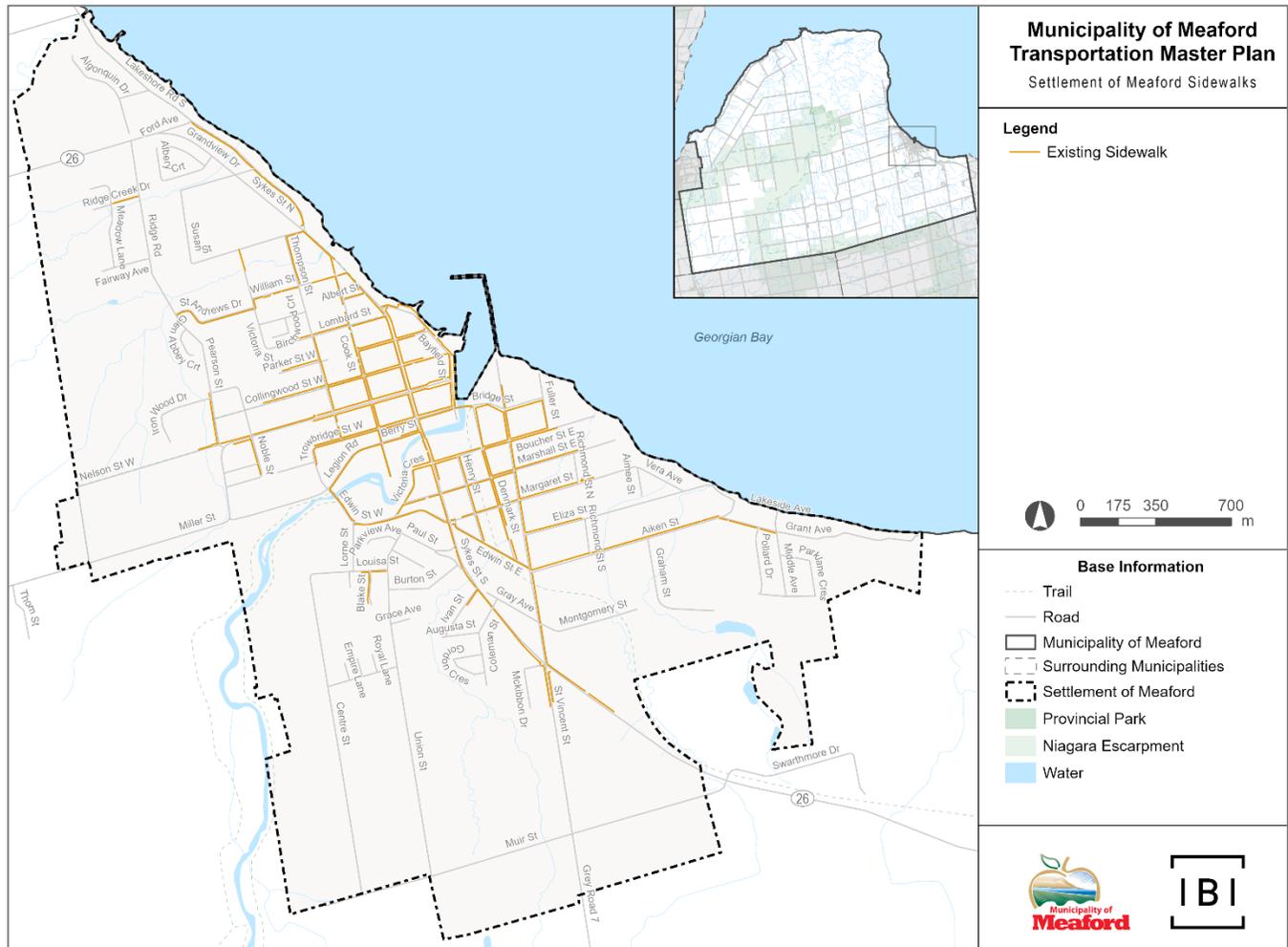
3 Pedestrian Network

For the purposes of this TMP, the pedestrian network analysis focuses on facilities within the urban area. While Meaford has an array of popular walking trails throughout the Municipality including a segment of the Bruce Trail, for the most part they serve as a recreational destination rather than a means of travel.

Existing Conditions

Meaford has 25 km of sidewalks, covering much of the downtown area within urban Meaford. However, many roads in urban Meaford lack sidewalks entirely, as shown in Exhibit 3.1. A lack of sidewalks can present a challenge, particularly for people with reduced mobility. For residents living within Meaford's urban area, walking represents 10.7% of their journeys to work.

Exhibit 3.1: Existing Sidewalks



Needs Assessment

The following overarching needs for pedestrian infrastructure were identified through the study’s overall needs assessment process. This process included technical analysis and input from the public and stakeholders.:

- Expanding the sidewalk network in the urban area;
- Filling in gaps in the existing network; and
- Providing safe locations for pedestrians to cross busy streets.

To provide a more detailed assessment of Meaford’s sidewalk needs, a gap analysis was undertaken to highlight and inventory the missing sidewalks. The gap analysis was undertaken with the following objectives:

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- Providing sidewalks on both sides of county roads, connecting links, proposed collector roads and streets within the Downtown Core Commercial Area; and
- Providing sidewalks on one side of every other local road in urban Meaford, excluding cul-de-sacs.

Based on the above criteria, completing the urban area sidewalk network would require investing in the construction of roughly 28 km of sidewalks. As a rough estimate, this would cost between \$5.6 million and \$7.0 million, not including any property costs. Considering the spending capacity of the Municipality, and the fact that many of the corridors identified are still rural in nature and sparsely populated, the completion of the sidewalk network would not be expected to be completed by the 2045 planning horizon. As such, an additional need becomes apparent: the need to prioritize the most important corridors and develop a realistic and achievable implementation plan.

Development of Recommendations

Exhibit 3.2 presents the recommended locations for priority sidewalk corridors and new pedestrian crossovers. Further details on the development of these recommendations are found in the subsequent sections.

Priority Sidewalk Corridors

Starting from the results of the gap analysis, missing sidewalk segments were prioritized to identify the most important sidewalk projects. That is, the corridors where adding new sidewalks or filling in missing links would provide the biggest positive impacts. The following criteria were considered when evaluating sidewalk gaps to identify the links that should be prioritized:

- Connecting to existing facilities;
- Connecting key pedestrian destinations (e.g. schools, parks, community facilities, hospital, commercial areas);
- High-level cost and feasibility assessment;
- Traffic volume and speed where no sidewalks currently exist; and
- Input from public and stakeholder consultation.

Based on these criteria, fourteen key projects were identified as priorities for Meaford's pedestrian network. These are detailed in Exhibit 3.3.

Exhibit 3.2: Priority Sidewalk Corridors and Crossover Locations

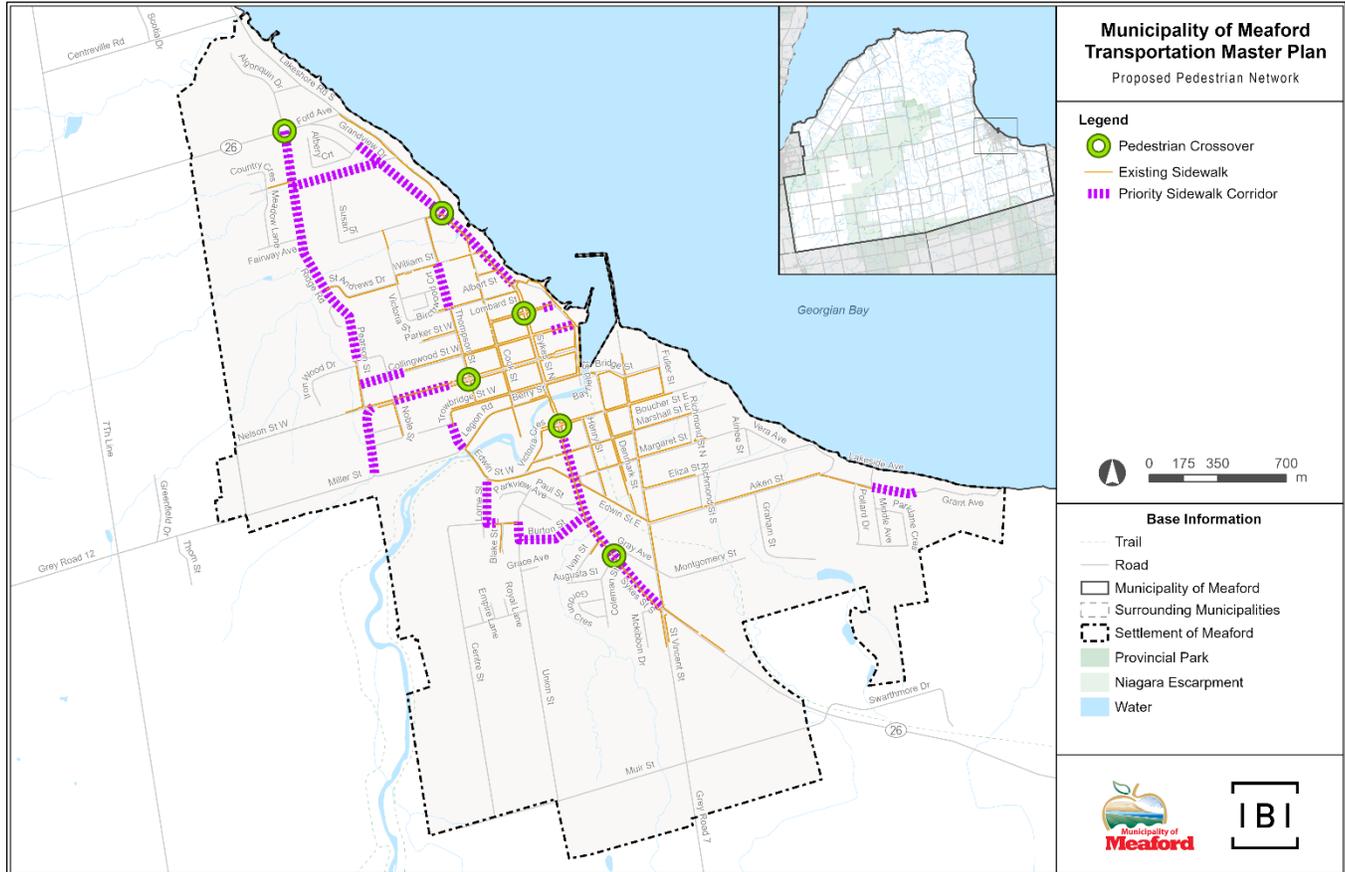


Exhibit 3.3: Priority Sidewalk Corridor Details

Corridor	Extent	Length	Rationale and Considerations
Pearson St / Ridge Rd	Noble St to Sykes St N	1,260 m	Corridor is becoming an important multi-modal link as Meaford grows. It has been designated as a collector road. Commonly cited by public and stakeholders as needing pedestrian facilities.
Sykes St N	Albery Ct to Bayfield St	1,030 m	Sykes St is urban Meaford’s main arterial road and most important pedestrian corridor. Sidewalks should be provided on both sides. Connects neighbourhoods in the north to the downtown area, including new developments.

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Corridor	Extent	Length	Rationale and Considerations
Sykes St S	North of Marshall St to St. Vincent St	970 m	Sykes St is urban Meaford's main arterial road and most important pedestrian corridor. Sidewalks should be provided on both sides. Connects neighbourhoods in the south to Meaford's largest grocery store and to the downtown area to the north.
Grant Ave	Middle Ave to Memorial Park	200 m	Commonly cited by public and stakeholders as needed pedestrian facilities. Links Memorial Park with existing sidewalks.
Collingwood St W	Pearson St to east of Noble St	230 m	Completes a small gap in the sidewalk network, connecting Pearson St to the downtown core.
Collingwood St E	East of Sykes St N to Bayfield St	110 m	Completes a small gap connecting to the waterfront area.
Parker St E	East of Sykes St N to Bayfield St	60 m	Completes a small gap connecting to the waterfront area. Importance is increased with pedestrian crossover being planned at Sykes St and Parker St.
Owen St	Berry St to Miller St	120 m	Completes a small gap in the sidewalk network.
Thompson St	William St to Lombard St	230 m	Completes a small gap in the sidewalk network.
Helen St	Stewart St to Sykes St N	260 m	Provides east-west access in the northern part of urban Meaford.
New Path	Ridge Rd to Stewart St	180 m	Clearly worn desire line at this location. Connects to Helen St (see above) to provide continuous east-west route across northern urban Meaford to Sykes St.

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Corridor	Extent	Length	Rationale and Considerations
Lorne St (and Louisa St)	Edwin St to Louisa St	250 m	Provides connection to recent sidewalk installed on Edwin St and further to Beautiful Joe Park and Trout Hollow Trail. Includes short segment on Louisa St to connect to existing sidewalk. The area to the south is a future (long-term) growth area. Sidewalks should be built along with development to connect to these segments.
Farrar St / Burton St (and Union St and James Cr)	Union St to James Cr	480 m	Provides connection for residents in the area to Sykes St businesses and further to the new Meaford school. Includes segments on Union St and James Cr to connect to existing sidewalk segments. The area to the south is a future (long-term) growth area. Sidewalks should be built along with development to connect to these segments.
Nelson St (CR-12)	Noble St to west of Thompson St	290 m	Provides pedestrian access to Meaford's hospital and closes a small gap in the sidewalk network along a busy county road.
Pearson St (CR-12)	Nelson St to Miller St	380 m	Extends the Ridge Rd / Pearson St north-south connection to Miller St and connections into southern urban Meaford.

The corridors listed above are the priorities but building the rest of the sidewalk network should not be ignored. Policies should be put in place to require developers of new residential and commercial areas to provide pedestrian infrastructure that connects to the existing network. The Municipality, meanwhile, should review the pedestrian network in a future TMP update and identify new priorities to focus on after the above corridors are implemented.

Pedestrian Crossovers

Outside of Meaford's three traffic lights along Sykes St, there are no other controlled crossing locations along the Municipality's busiest streets – Sykes St and Nelson St. Along Sykes St, south of the urban core, where traffic volumes and speeds are the highest, there is a 1.3 km gap between traffic lights, despite there being neighbourhoods and destinations on both sides of the street. North of the signalized intersection at Sykes St and Nelson St, there are zero

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controlled crossings in urban Meaford; more than 1.7 km to the urban boundary. Finally, Nelson St, a county road that provides access from the west to the downtown core also has no controlled crossing locations for pedestrians, despite Meaford’s hospital, the Meaford & St. Vincent Community Centre and two churches being situated along the corridor. Based on these observations and guidance from the Ontario Traffic Manual Book 15, six locations were identified for the installation of pedestrian crossovers. These are detailed in Exhibit 3.4.

Exhibit 3.4: Pedestrian Crossover Details

Location	Type*	Rationale and Considerations
Sykes St S at Coleman St	Level 2 Type B	Three-lane section of road more difficult to cross informally. Provides access to neighbourhoods on both sides of Sykes St and commercial land uses on both sides.
Sykes St S at Boucher St	Level 2 Type C or Type D	Provides a safe crossing at the southern end of Meaford’s downtown commercial core.
Sykes St N at Parker St	Level 2 Type C or Type D	Provides a safe crossing at the northern end of Meaford’s downtown commercial core and improves access to Meaford’s waterfront and Fred Raper Park.
Sykes St N at Grandview Dr	Level 2 Type C or Type D	Connects neighbourhoods on both sides of Sykes St. Next closest planned crossing is more than 650 metres to the south (Parker St).
Sykes St N (ON-26) at Ridge Rd	Level 2 Type B	Provides connections between growing neighbourhoods. Visible desire line on north side indicates demand for pedestrian infrastructure. Installation should include formalizing the desire line with a short sidewalk or trail connection to the north. This location is outside of the Connecting Link and would require coordination with the MTO.
Nelson St (CR-12) at Thompson St	TBD – data not available	Provides access to hospital, community centre, churches and connects neighbourhoods on both sides of Nelson St. An alternative location was considered at Noble St, which should also be considered in the future as the neighbourhoods around Pearson St and Ridge Rd continue to grow.

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*Note that OTM Book 15 warrants use 4-hour or 8-hour traffic volumes. For the purposes of this study, these have been estimated from 24-hour volumes. Traffic levels and crossover types should be confirmed prior to installation.

In some cases, there may be justification for full signalized intersections based on traffic volumes. The TMP recommends a more comprehensive intersection study at Sykes St and Ridge Rd¹ based on growing traffic volumes and at Sykes St and Coleman St and other nearby intersections based on turning traffic. If traffic signals are warranted, they would supersede the pedestrian-only crossings. The TMP also recommends further study at Nelson St and Pearson St that may make the potential crossing at Noble St noted above redundant.

4 Cycling Network

Existing Conditions

Cycling to work, both within and outside of the urban area has little to no mode share (2016 Census). Cycling is more popular as a recreational activity in Meaford and Grey County for residents and tourists. There are no designated on-street cycling facilities and few rural roads have paved shoulders. Growing cycling will depend on providing safe, comfortable routes and infrastructure such as paved shoulders and bike lanes where necessary and educating travellers about cycling opportunities and safety.

Major Trails

There are three major multi-use trails in Meaford that are suitable for cycling. These trails connect Meaford to other parts of Grey County. They are:

- **Georgian Trail:** Originating in downtown Meaford, the Georgian Trail largely follows a former railway right of way, continuing along a hard-packed, granular surface for 34 km before terminating in Collingwood in Simcoe County. The Georgian Trail is suitable for most types of bicycles.
- **Grey County CP Rail Trail:** A 77 km multi-use trail originating in Owen Sound, passing through western Meaford and terminating in Orangeville. The northern portion of the trail is stone dusted surface, suitable for most types of bicycles, while the south of Berkley, the surface is coarse gravel, more suited to mountain bikes.
- **Tom Thomson Trail:** A combination of on-road and off-road segments form the Tom Thomson trail connecting Owen Sound and

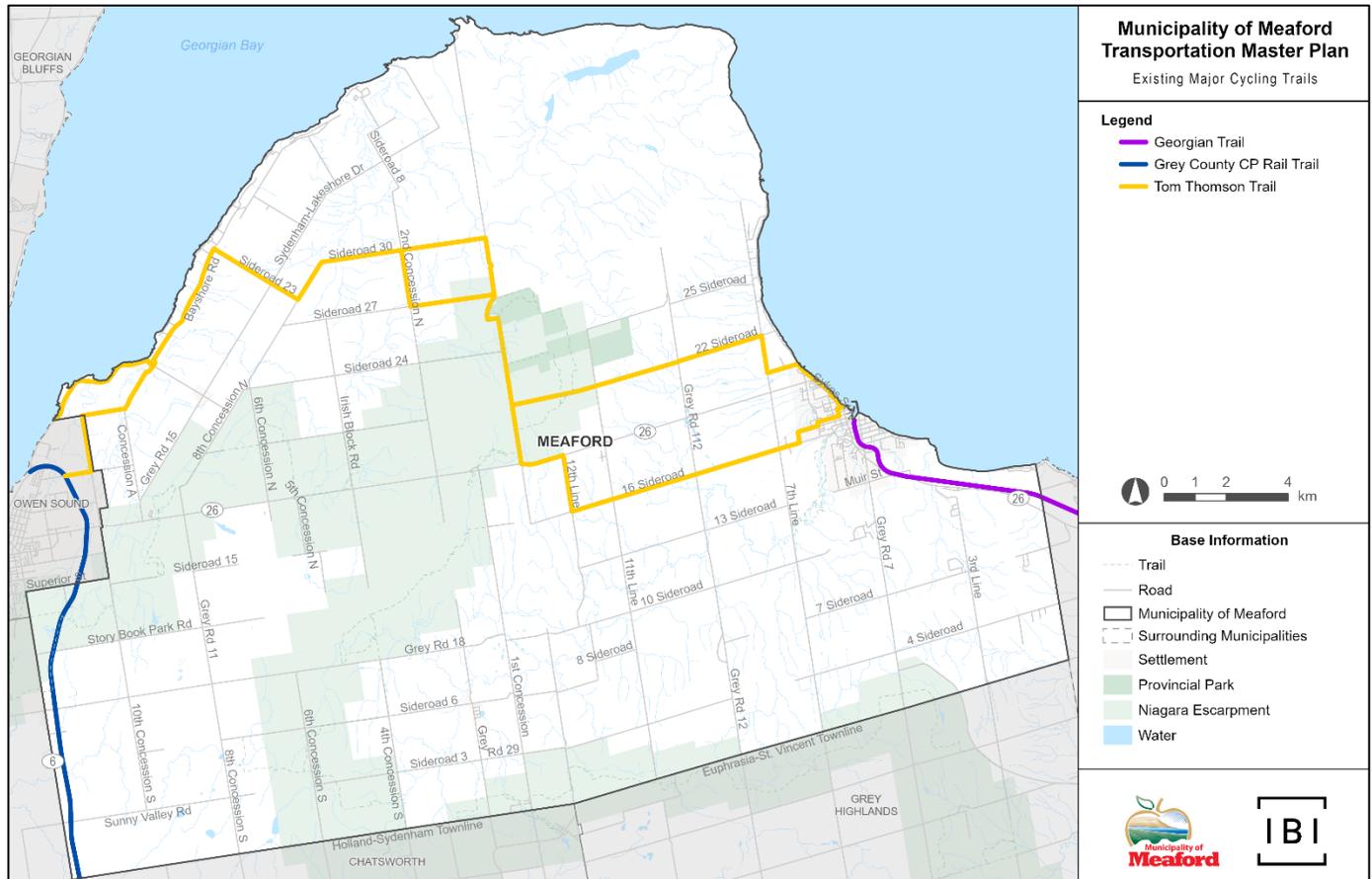
¹ The Sykes St & Ridge Rd intersection is located outside of the Connecting Link and is the responsibility of the MTO.

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Meaford. Surfaces range from pavement to rough and rocky sections. Hybrid or mountain bikes are recommended for the main trail. Alternate routes are provided as part of the trail system providing better conditions for road bicycles.

Meaford’s trails are shown in Exhibit 4.1.

Exhibit 4.1: Major Trails in Meaford



Grey County Cycling and Trails Master Plan

In October 2020, Grey County Council approved the new Grey County Cycling and Trails Master Plan. The plan outlines existing and future routes for cycling in the rural and urban areas of Grey County, including Meaford, and associated infrastructure recommendations. Within Meaford, the following infrastructure recommendations were approved:

- Paved Shoulders
 - Grey Road 18 (Highway 6 & 10 to Concession Rd 1)
 - Grey Road 12 (Grey Road 112 to Pearson St)
 - Grey Road 7 (St. Vincent St to southern boundary)

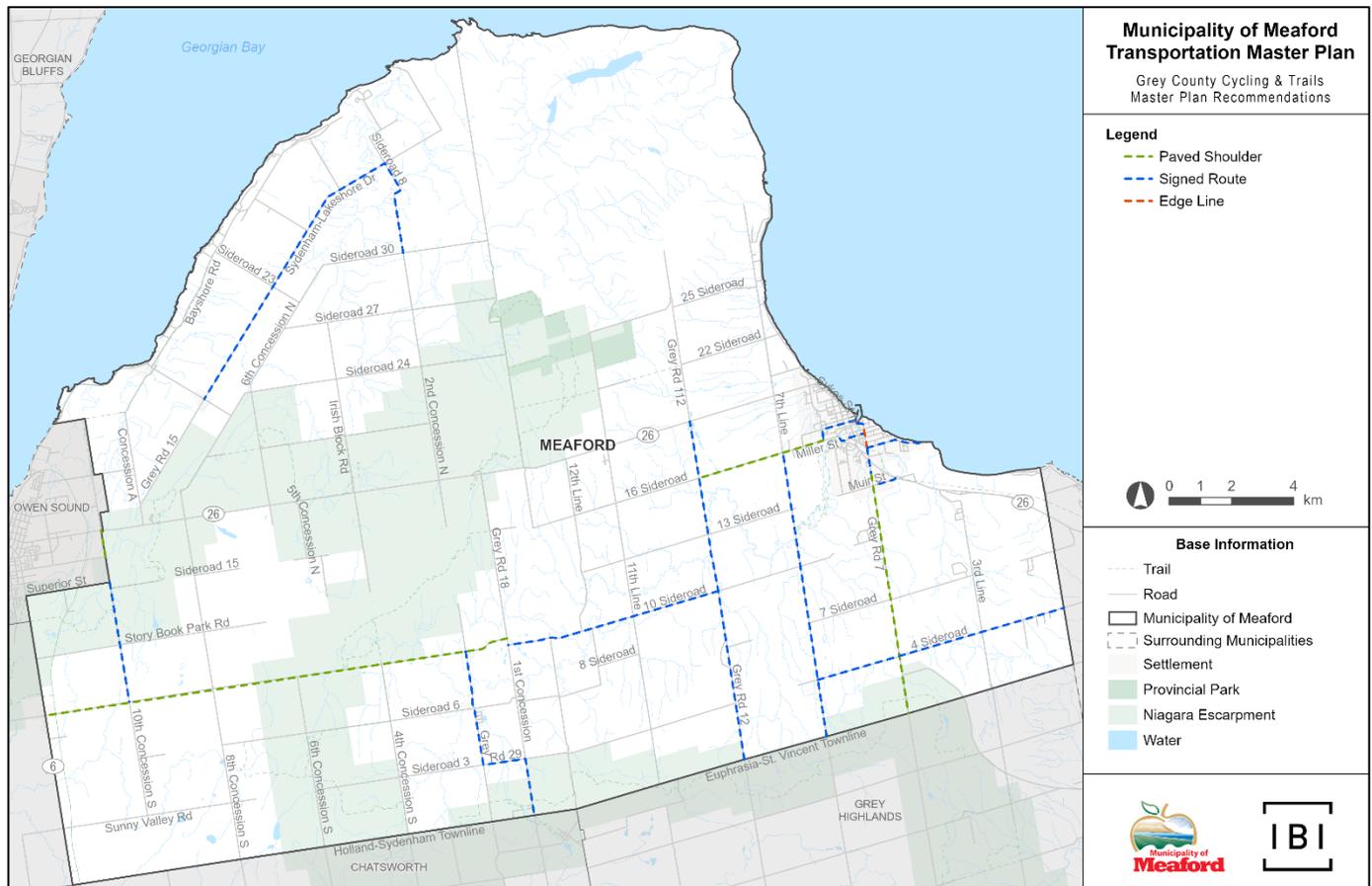
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- Edge Line / Urban Shoulder
 - St. Vincent St (Aiken St to Bridge St)

According to the Cycling and Trails Master Plan, an edge line or urban shoulder is a marked space intended for use by cyclists, but not exclusively. Parking would not be restricted where edge lines are recommended instead of an exclusive bicycle lane. The edge line recommended for St. Vincent St is the only piece of infrastructure recommended in the Grey County plan on streets under Meaford’s jurisdiction.

Additionally, the Cycling and Trails Master Plan recommends a series of signed routes on both county and municipal roads. The infrastructure and signed route recommendations are presented in Exhibit 4.2.

Exhibit 4.2: Grey County Cycling and Trails Master Plan Recommendations in Meaford



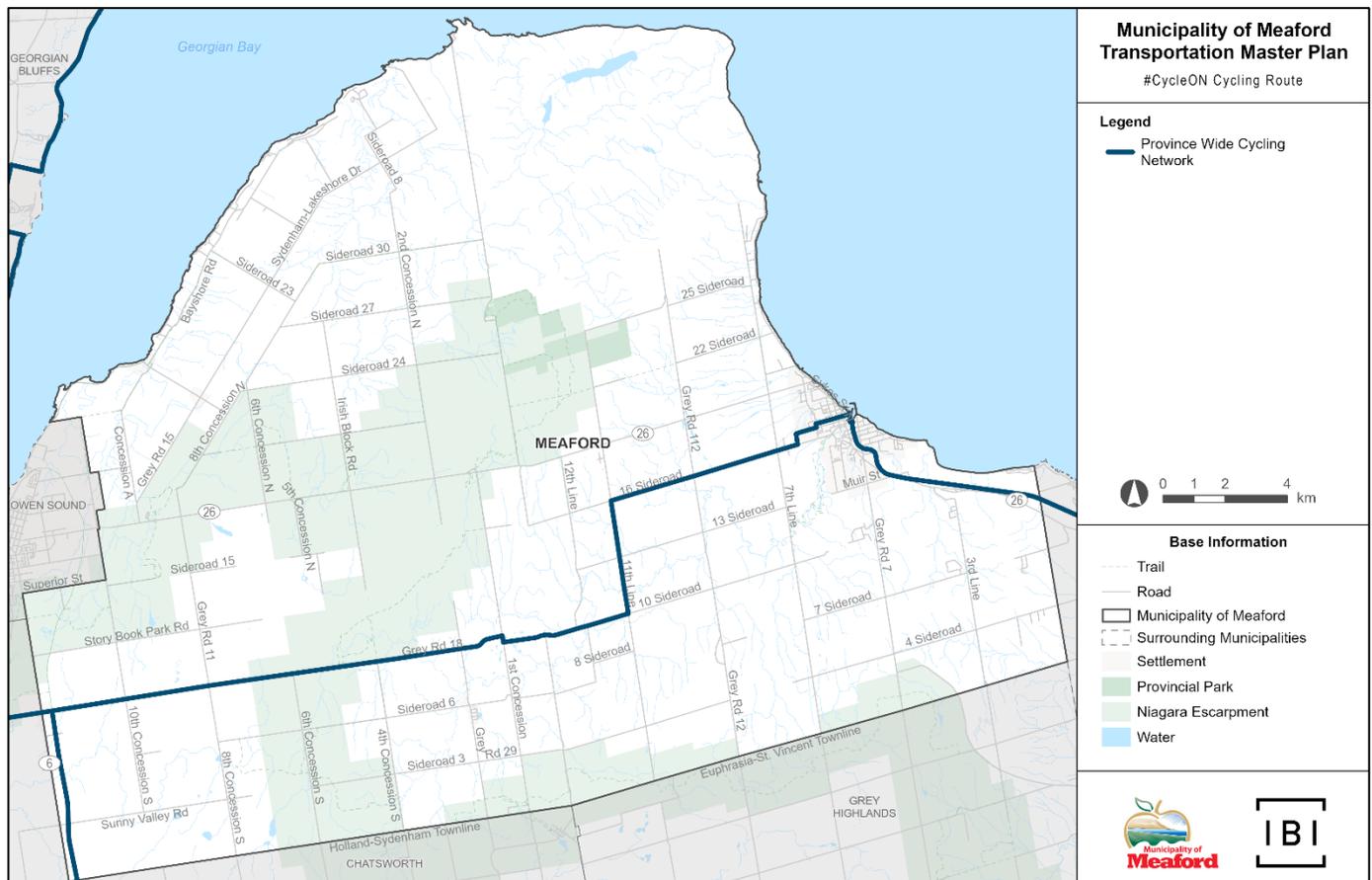
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#CycleON

#CycleON is the Province’s long-term strategy to promote cycling to people of all ages and abilities. The 2018 Network Study is the preliminary identification of a Province-wide Cycling Network intended to inform and guide the future of cycling infrastructure decisions with the goal of establishing a connected and consistent network. Implementation details, including involvement and responsibilities of the municipalities are intended to be determined on a route-by-route basis.

The #CycleON Network Study proposes an on-road route connecting the Georgian Trail to Owen Sound through downtown Meaford. The route follows Grey Road 18, Gerald Shortt Pkwy, Side Rd 10, 11th Line, Side Rd 16 and Grey Road 12 into downtown Meaford where it connects to the Georgian Trail. This corridor is shown in Exhibit 4.3

Exhibit 4.3: #CycleON Route in Meaford



Needs Assessment

The Grey County Cycling and Trails Master Plan has provided Meaford with a solid starting point for a cycling network that links the Municipality to the rest of

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the County. Building on that, two key needs were identified for the cycling network:

- Providing finer grained local connections in the urban area; and
- Providing continuous paved (hard surface) routes in the rural area.

Additionally, any new proposed links in the TMP should connect to the county or provincial networks.

Development of Recommendations

Based on the above needs, two connections were identified in the urban area to be added on top of the Grey County plan, while an additional north-south route and a key east-west connection were identified in the rural area. Rural connections are detailed in Exhibit 4.4, urban connections are detailed in Exhibit 4.5 and both are displayed in Exhibit 4.6 and Exhibit 4.7.

These recommendations form the long-term cycling network. Where infrastructure upgrades are contemplated, timing of implementation will vary based on a variety of factors. These include available capital budget, grants or funding from other levels of government and co-ordination with other infrastructure priorities (e.g. underground utility work, road re-construction or rehabilitation, etc.).

Exhibit 4.4: Rural Municipal Cycling Connection Details

Route	Corridor	Type	Rationale and Considerations
North-South Paved Route	Concession Rd 2 N (Side Rd 27 to Highway 26)	Signed Route	This segment will form part of a continuous paved route once it is upgraded and paved to reflect its rural collector road status.
	Highway 26 (Concession Rd 2 N to 12 th Line)	Paved Shoulders	As no roads continue directly north and south of Highway 26 in this area, a brief jog via Highway 26 is required. Given traffic volume and speed, the TMP recommendation is for the Province to provide paved shoulders on the segment linking the cycling facilities north of and south of Highway 26.
	Grey Rd 18 (Highway 26 to Gerald Shortt Pkwy)	Signed Route	This connection provides a direct extension of the north-south paved route and connects into the east-west Grey County and #CycleON routes.

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	Side Rd 16 (12 th Line to 11 th Line)	Signed Route	This segment will require an upgrade to pavement to provide a continuous paved route.
	11 th Line (Side Rd 16 to Side Rd 10)		Provides an alternative north-south paved route to the busier Grey County route and connects to the east-west County and #CycleON routes.
East-West Paved Connection	Side Rd 10 (Grey Rd 12 to 7 th Line)	Signed Route	Segment to be part of future paved road forming a new east-west vehicular connection. Paving will provide opportunity to be added to cycling route network and improve connectivity and continuity south of the urban area for cycling. Implementation in the long-term (towards 2045) depending on traffic counts and other factors.

Exhibit 4.5: Urban Municipal Cycling Connection Details

Corridor	Extent	Type	Rationale and Considerations
Pearson St / Ridge Rd	Sykes St N to Nelson St	Signed Route	Corridor provides an additional north-south link and a quieter option than Hwy 26. As Pearson St / Ridge Rd is identified as a collector road, traffic volumes and speeds should be monitored to determine if a dedicated facility is warranted. If so, it should be implemented when the road is rebuilt. Alternatively, since the corridor also needs pedestrian infrastructure, a multi-use trail could serve both purposes.
Miller St	Pearson St to Owen St / Edwin St	Signed Route	Through Miller St road project, corridor becomes a much more attractive and quieter route linking Grey County's planned paved shoulders on CR-12 to the planned signed route at Edwin St, bypassing the busier segments of Nelson St.

Exhibit 4.6: Meaford TMP Cycling and Trails Network

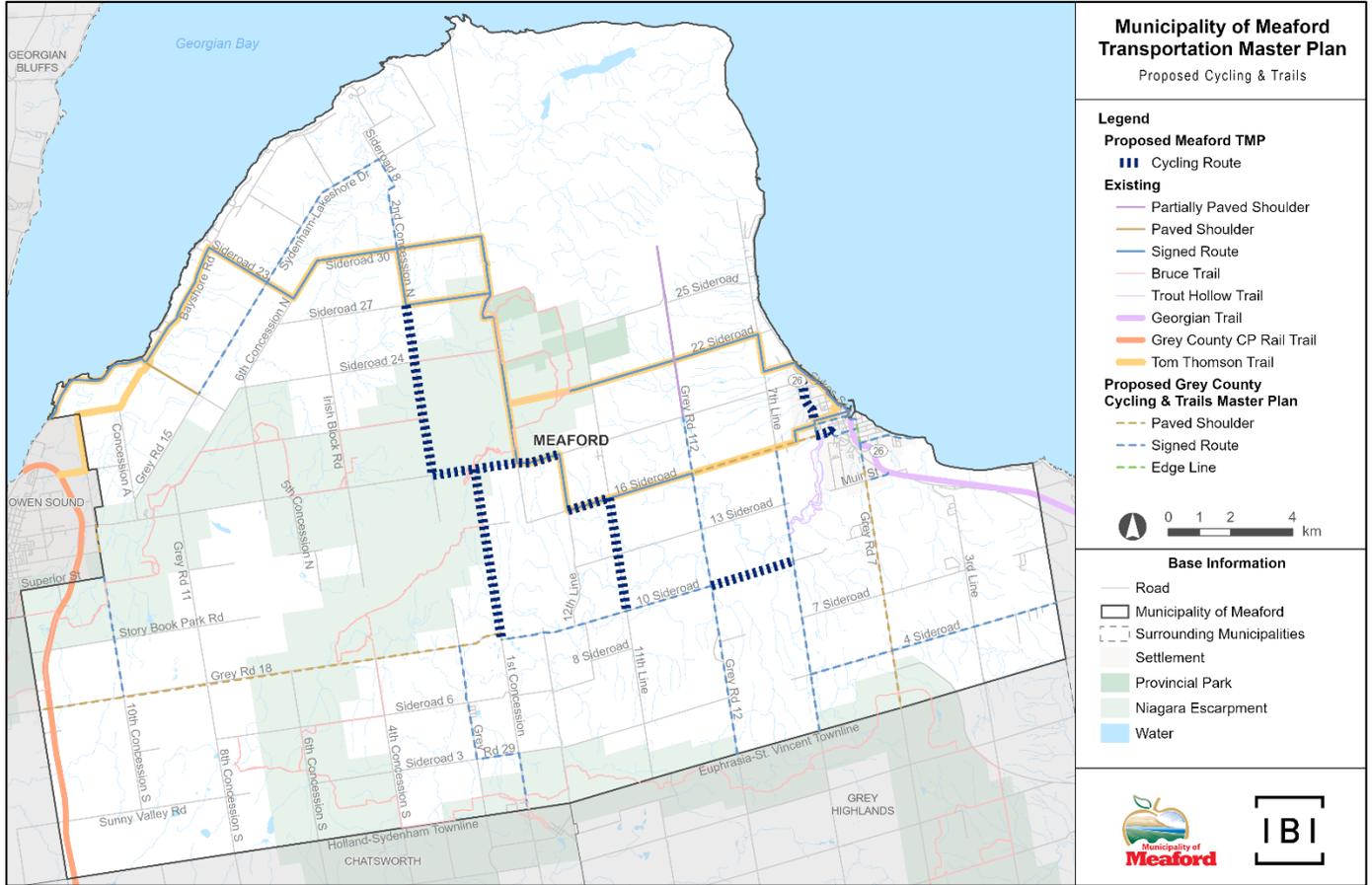
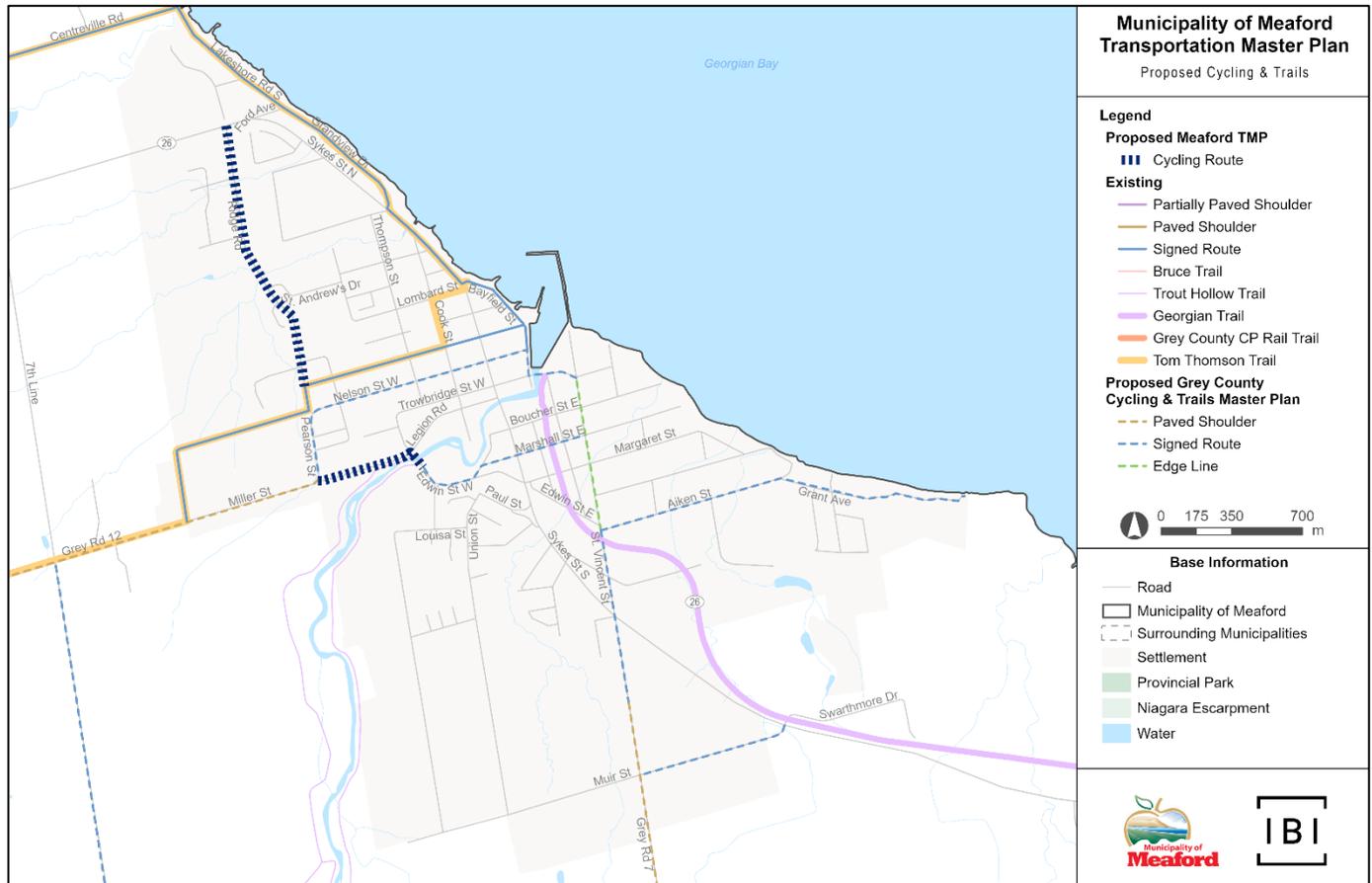


Exhibit 4.7: Meaford TMP Cycling and Trails Network – Urban Area



5 Summary

Active transportation is an important piece of Meaford’s overall transportation system. Providing continuous and connected facilities for walking, cycling and other forms of active travel can contribute to healthier communities, safer streets and can help remove pressure from the road network and car parking. Active travel facilities are also essential to improving accessibility and equity in the Municipality. Expanding active transportation facilities helps to support the vision and goals of the Transportation Master Plan.

Throughout the study, the following needs were identified:

- Expanding the sidewalk network in the urban area;
- Filling in gaps in the existing network;
- Providing safe locations for pedestrians to cross busy streets;
- Providing finer grained local cycling connections in the urban area; and

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- Providing continuous paved cycling routes in the rural area.

To address these needs, the TMP recommends the following:

- 5.3 km of priority sidewalk construction on Sykes St, Pearson St / Ridge Rd, Nelson St (CR-12), Pearson St (CR-12), Grant Ave, Collingwood St, Parker St, Owen St, Thomson St, Helen St and a new connecting path between Stewart St and Ridge Rd;
- Six new pedestrian crossovers located at Sykes St and Coleman St, Sykes St and Boucher St, Sykes St and Parker St, Sykes St and Grandview St, Sykes St and Ridge Rd and Nelson St (CR-12) and Thompson St; and
- New cycling routes to supplement the Grey County Cycling and Trails Master Plan on Pearson St / Ridge Rd, Miller St, Side Rd 10 and a paved north-south route that follows Concession Rd 10 and Highway 26 to Grey Road 18 and 11th Line.

The Transportation Master Plan will also include supporting strategies and policies that have been developed in parallel to the development of the sidewalk and cycling networks. Strategies and policies may include changes to bylaws requiring active transportation facilities to be constructed in new developments, paved shoulder policies, and bicycle parking policies.

The TMP will also further refine these recommendations with high level cost estimates, recommended timing and implementation strategies, including funding partners and bundling with other capital projects.