

Municipality of Meaford

# Transportation Master Plan

July 2021

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The Team would like to acknowledge the contributions of the many individuals and groups who helped shape the Meaford Transportation Master Plan.

The **residents, business owners and visitors of Meaford** who overwhelmed the project team with so many important contributions throughout the study. Your ideas and visions were instrumental in the development of the recommendations in this study.

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Niagara Escarpment Commission

Ontario Provincial Police

South Georgian Bay Cycling Coalition

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Town of The Blue Mountains

Township of Chatsworth

Township of Georgian Bluffs




# 1 About This Plan

## 1.1 What is the Meaford Transportation Master Plan?

This report is Meaford's Transportation Master Plan (TMP). It provides recommendations for infrastructure and policies that aim to address Meaford's transportation needs and support the 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.**

This TMP identifies a number of needs and issues related to transportation, and solutions to these needs which balance fiscal responsibility, safety, accessibility, equity, sustainability and climate change objectives for the Municipality of Meaford.

It's an exciting plan for all residents of Meaford; many affordable initiatives have been identified that can improve transportation for urban and rural residents in

the short term, and longer-term needs are also identified to support growth and goals through the 2045 planning horizon.

## 1.2 Why Was the Plan Prepared?

As it is evolving, the Municipality of Meaford is facing new challenges in building and maintaining its transportation network. These challenges relate to aging infrastructure, growth in traffic levels and growing concerns about accessibility, safety and equity. Demographics are changing in Meaford with an aging population with unique needs. More people want to walk and cycle but there are gaps in sidewalks and limited cycling facilities. Meaford has varied responsibilities in balancing the maintenance of aging infrastructure and building for a future that will be quite different than its past. These point to a need for a plan.

This is Meaford's first Transportation Master Plan. The TMP is a strategic plan that guides transportation policy development and infrastructure planning. It provides the need and justification to invest in transportation infrastructure, including rural and urban roads, the walking and cycling network, traffic calming, safety, maintenance, and parking, among many needs.

The TMP is also forward-looking. Transportation is changing with e-commerce, work-from-home, potential new technologies such as connected and autonomous vehicles and electric vehicles. These changes are accompanying a changing economy in Meaford, with a growing tourism sector supporting its agricultural base. These changes are accelerating and the TMP looks at these trends to accommodate and plan.

## 1.3 How Was the Plan Prepared?

The study followed the Terms of Reference and study Work Plan, with work undertaken from Fall 2019 through Spring 2021. The study was undertaken in four major phases, summarized in Exhibit 1.1. The first three of these steps correspond to the major outputs of the study. Those reports are included as Appendix A (Existing Conditions), Appendix B (Needs and Opportunities) and Appendix C (Alternative Solutions) and each provides more detail into the analyses and tasks undertaken at each step. The fourth phase was the finalization of recommendations and preparation of this TMP document. Additional technical memoranda in specific topic areas are also included as appendices.

Exhibit 1.1: Study Process



The public, stakeholders, and external agencies provided input at key milestones in the development of the TMP. Two public information centres and stakeholder engagement rounds were held as follows:

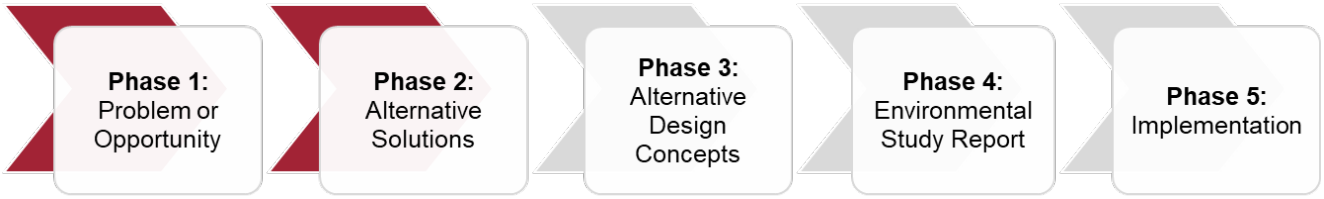
- Consultation Round 1 in Spring 2020 consisted of an online public information centre (PIC) with materials posted and an online survey questionnaire and stakeholder meeting (held online). The purpose of the first round of consultation was to obtain input on what the transportation challenges, needs and problems are in Meaford to ensure all key areas of interested would be addressed by the study.
- Consultation Round 2 in Fall 2020 consisted of online PIC materials, public survey, a live in-person consultation session held online and a stakeholder meeting, also held online. The objective of the second round of consultation was to obtain feedback on the draft study recommendations.

Materials from consultation are included in Appendix I – Consultation Summary.

The Meaford Transportation Master Plan follows the Municipal Class Environmental Assessment (MCEA) Master Plan process, which is an approved process under the *Environmental Assessment Act*, R.S.O. 1990, c. E.18.

The Master Plan approach allows for the consideration of a group of interrelated projects or interconnected system, such as a community's transportation system. The Meaford TMP follows Approach #2, which integrates it with the Class Environmental Assessment (EA) process such that it fulfils Phases 1 and 2 for the individual projects within this master plan. This process is summarized in Exhibit 1.2.

Exhibit 1.2: Municipal Class Environmental Assessment Process




The Needs and Opportunities report (Appendix B) fulfills the requirements of Phase 1, outlining Meaford's transportation needs, issues and opportunities, while the requirements of Phase 2 are fulfilled by the Alternative Solutions report (Appendix C).

Major projects identified in this TMP that are classified as Schedule C projects will require individual EAs that will build from the Master Plan's foundation and fulfillment of Phases 1 and 2.




# 2 Vision and Goals

The vision, goals and directions for the Meaford Transportation Master were established early in its development. These are intended to reflect the community's ambitions and objectives. They helped shape the direction of the study and influenced recommendations by setting a vision for the future, where Meaford sees itself in 25 years and beyond.

A draft version of the vision and goals was built by incorporating language and directions from other recent and relevant Meaford planning documents. This draft was presented to the public and stakeholders at the first round of consultation. The vision, goals and directions were then revised based on feedback received and finalized into the framework outlined in the following sections.

Further details on how the vision, goals and directions were developed are outlined in Appendix B – Needs and Opportunities.

## 2.1 Vision Statement

The Transportation Master Plan's vision statement presents, at a high level, the desired future state of the Municipality's transportation system. The vision helps to shape the direction of the plan, in that recommendations and strategies are developed to support the vision. The TMP provides the Municipality a tool to build towards its vision in incremental progression over the coming years and decades.

The Meaford TMP's vision statement is:

**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.**

The intent of this vision statement is to highlight the importance of sustainability, supporting the economy and improving safety. In this context, 'sustainable' refers both to fiscal sustainability and environmental sustainability.

The term 'connected' refers to the importance of providing easy access between destinations within and outside of Meaford. Meanwhile, the term 'economical' refers to the need that transportation infrastructure and policy decisions must be affordable for the municipality and taxpayers.

The vision statement also acknowledges the importance of the agricultural industry to Meaford's prosperity.

Finally, the vision statement acknowledges the importance that safe and efficient travel be available to all residents, regardless of age and ability and their chosen mode of travel.

## 2.2 Goals and Directions

Four goals and 16 directions were identified. These build upon the vision statement and provide additional detail and more specific direction for the Transportation Master Plan. All strategies, projects and other recommendations developed for the final TMP should address at least one of the directions listed with one of the four goals below and be consistent with the overall vision for future Meaford.

**Meaford's transportation system will:**

**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 efficient regional travel and sustainable travel choices.
- **Direction #2:** Enable the efficient movement of goods and agricultural equipment.
- **Direction #3:** Support economic development and tourism.
- **Direction #4:** Increase access to opportunity for residents and businesses.

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

- **Direction #5:** Prioritize maintenance and operations of existing infrastructure.
- **Direction #6:** Improve operations and maintenance policies and procedures and consider life-cycle costs in all infrastructure decisions.
- **Direction #7:** Become more resilient to impacts from climate change.
- **Direction #8:** Embrace sustainable transportation practices and the emerging shared economy.

**Goal #3: Enhance safety, accessibility, equity and inclusivity to support active, healthy lifestyles and 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.
- **Direction #12:** Support the regional public transit and specialized transit plans.

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

- **Direction #13:** Reduce the 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.
- **Direction #16:** Protect Meaford's natural and cultural heritage.



# 3 Needs Assessment

Development of the Transportation Master Plan entailed analyses of existing and future conditions. These analyses provide the basis for the identification and assessment Meaford's transportation needs. The needs identified through this process can be grouped into four key themes:

- Improving the road network;
- Addressing safety concerns;
- Supporting active transportation and transit; and
- Refining operations, maintenance and asset management.

An overview of these needs is provided in section 3.2. Further details can be found in the Appendix B – Needs and Opportunities. Further, Chapter 5 of this Transportation Master Plan presents recommendation infrastructure projects and policy directions in response to these needs.

## 3.1 Existing and Future Conditions

To establish Meaford's transportation needs and opportunities, existing and future conditions were reviewed and analyzed. The existing conditions analysis involved reviewing current policy and planning documents, identifying trends in Meaford's demographics and travel patterns, reviewing the performance of the existing transportation system and identifying the important natural and cultural heritage features of the Municipality. This analysis is documented in Appendix A – Existing Conditions. Key takeaways from the existing conditions review are outlined below.

- Meaford has been managing the changing economy well. The decline in manufacturing has been offset by growth in the service economy. Some service jobs are located outside of Meaford, increasing commuting distances.
- Tourism is also growing, and connections to destinations may require improvements, upgrades, or rehabilitation.
- There is demand and interest in safe and comfortable walking and cycling facilities.
- The municipality is facing issues with its aging infrastructure. Many roads and bridges need to be repaired, rehabilitated or reconstructed.
- Many intersections and roads have geometric or safety concerns.

Subsequently, future conditions were examined in terms of projected population and employment growth, development activity and future land use, changing demographics, travel demand and technological changes occurring or expected. The analysis of future conditions is documented in Appendix B – Needs and Opportunities. Key takeaways from the future conditions analysis are outlined below.

- Meaford is projected to grow to nearly 13,000 residents and 4,000 jobs by 2045 (as of the 2017 Grey County Growth Management Strategy Update).
- The population is aging. In Grey County, the share of the population aged 65 or older is expected to grow from one quarter in 2018 to one third in 2045. Meanwhile, the share of the population under 25 years old is expected to decrease slightly, from 25.5% to 24.4%. The share of the population between 25 and 64 is forecasted to fall significantly, from 49.9% to 42.7%.
- There is a significant amount of development activity being planned in Meaford. As of February 2020, over 2,400 residential units were in various stages of planning or construction. This includes longer-term development plans expected to the 2045 planning horizon.

- Non-residential growth includes uses that will drive changes in travel demand, including a cidery, a winery, school, hotel and other commercial and industrial uses.
- The types of jobs available in Meaford have been changing and will continue to adapt to new economic conditions. Manufacturing and other industrial sectors are declining, while a higher proportion of future jobs in Meaford will be in sales, services and professional fields. Tourism, including agri-tourism and recreational tourism, is also growing in Meaford, pointing to the need for improved access to points in rural Meaford. The agricultural industry remains an important component of Meaford's economy.
- Growth-related constraints on the Municipality's road network include all intersections along Sykes St, the corridor expected to be the most impacted by the growth of the community, as well as the Ridge Road-Person St corridor.
- Trends in e-commerce, food and grocery delivery, telecommuting and working from home, on-demand transit services, electric vehicles, connected and automated vehicles and shared micromobility (e.g. bicycle share, scooters, etc.) will continue to change and shape the transportation landscape in Meaford.

## 3.2 Identified Needs

### Improving the road network

The road network is Meaford's most important transportation asset. As the Municipality grows and changes, the road network must change and adapt along with it. Improving the road network must address the following needs.

**Accommodate growth in the urban area:** Most of Meaford's municipal rural and urban road network has the capacity to accommodate growth, however, key corridors such as Sykes St, Highway 26, St. Vincent St and Pearson St / Ridge Rd will face increased demand for travel as the community grows.

Meanwhile, traffic operations and safety along these corridors may deteriorate as demand for travel increases. Highway 26 intersections with Ridge Rd, Nelson St and St. Vincent St / McKibbon Dr should be subjected to operational assessments periodically as growth occurs.

**Better support the agricultural economy:** The agricultural sector is a major component of Meaford's economy and needs a functional and efficient road network to provide access for equipment and goods movement.

Concerns have been raised by the public and stakeholders that rehabilitation and repair to the rural roads is falling behind, causing increased trip distances as detours are sought, additional wear and tear on vehicles and the loss of products due to tip-over incidents. The TMP recognizes the importance of local

road connections in the rural areas. Local connections to accommodate large vehicles are needed from the Bognor / Walter's Falls area to Highway 6 to the west and County Road 7 to the east.

There are also growing agri-tourism and retail operations in Meaford, which should be supported. Wineries, cideries and other farm-based retail operations need safe, attractive and convenience access to attract visitors and customers. Paved roads may assist in attracting customers to these businesses and should be considered where warranted.

**Manage truck movements:** Goods movement, with associated heavy trucks, is a key part of the economy and the trucking industry should be supported. Some concerns have been raised by the public and stakeholders about heavy trucks operating through downtown and urban parts of Meaford as they create noise, vibration, and safety concerns.

Meaford does not have a designated goods movement network but operates a load-restriction system on most municipal roads. The provincial and county road networks act as the de facto network for goods movement. Highway 26 is a logical primary route between communities east and west of Meaford, however, this routes commercial vehicles through the areas of Meaford with the highest density and where pedestrians and cyclists are found in higher numbers.

As few alternatives exist to Highway 26, there is a need to consider alternatives for through traffic and trucks coming from Owen Sound or Collingwood areas passing through urban Meaford as truck traffic continues to grow.

### Addressing safety concerns

**Develop a traffic calming process:** Speeding has been flagged by the public and stakeholders as a major concern. The relationship between speeds and severity of collisions has been well established, particularly for vulnerable road users (i.e. pedestrians and cyclists). Enforcement of speeding is constrained by the availability of OPP officer time and budget. While enforcement continues to be a key tool, there are other strategies such as traffic calming and design standards that can encourage lower speeds.

**Improve intersection safety:** Intersection safety concerns are regularly raised to Meaford Council and staff and have been submitted through the TMP engagement process. Several intersections with irregular configurations or sightline issues have been identified. Modifications to these intersections will help improve traffic flow and road safety.

### Supporting active transportation and transit

**Expand the sidewalk network:** Walking is a common mode of travel in the urban areas, but challenges persist. The sidewalk network has gaps and many roads have no sidewalks at all. An incomplete network of sidewalks forces pedestrians to share the road with vehicles, presents barriers to people who rely

on mobility devices, and generally discourages walking as a form of transportation or recreation.

**Enable cycling as a daily activity:** Cycling in Meaford has been primarily a recreational activity and rural cycling will be a key component of the cycling network plan. However, utility cycling has growth potential. The compact nature of the urban area and relatively low traffic volumes mean that cycling could be an easy, convenient mode for many people, if the right infrastructure is available. A utilitarian cycling approach can also help to support recreational cycling, by providing connections to the important trails in Meaford, such as the Georgian Trail and the Tom Thompson Trail.

**Support regional transit:** Public transit can play an important role in improving accessibility and mobility for those without access to private cars. Grey County's recently launched transit service connects downtown Meaford to Owen Sound and The Blue Mountains. Meaford needs to support the first and last mile of transit trips through initiatives such as sidewalk connections, parking areas, pick-up and drop-off areas and secure bicycle storage.

### Refining operations, maintenance and asset management

**Prioritize bridge and structure renewal:** Several bridges are reaching the end of their lifespan and will require rehabilitation or replacement to avoid closure. These represent a significant expense for the Municipality and are at risk of consuming available funds and requiring debt financing. Meaford should consider new bridge types and innovative treatments to reduce short or long-term costs and should consider closing bridges and creating cul-de-sacs where negative impacts can be minimized.

**Ensure maintenance needs are being met:** Maintaining existing assets in a state of good repair will improve reliability for all transportation users and reduce costs in the long-run. Infrastructure growth needs to be balanced with the demands of maintaining existing infrastructure.



# 4 Planning Directions

The Transportation Master Plan was developed following the Municipal Class Environmental Assessment Master Plan process. Part of this process involves identifying and evaluating alternative solutions to address the stated needs. In the case of a master plan like Meaford's TMP, this step is completed at a high-level, where various strategic planning alternatives are identified and evaluated. This process is summarized below. Further detail is found in Appendix C – Alternative Solutions.

After the needs and opportunities were identified as outlined in Chapter 3, three high-level planning alternatives were developed. Each alternative represented a different approach to addressing the identified needs. These alternatives were:

- **Alternative #1 – Maintain Existing Infrastructure:** The "maintain" alternative focuses on maintaining the Municipality's existing transportation assets in a state of good repair and avoids the cost of any new significant infrastructure. Minor safety and operational improvements, new policy directions and travel demand management

measures are included under this planning solution. With the lowest cost, this alternative would follow life cycle strategies for the existing road surfaces.

- **Alternative #2 – Improve the Road Network:** The second alternative focuses transportation investment on growing and upgrading the road network. This includes capacity improvements (e.g. widening roads or intersection operational improvements) where traffic growth becomes an issue and upgrading corridors to handle increased traffic, such as the downtown bypass and the new east-west connection in southern Meaford. Additional focus would entail upgrading rural roads to a higher standard, paving gravel roads and accelerating bridge rehabilitation work. There are no major upgrades to cycling, walking or transit-supportive infrastructure under this scenario. This alternative would make driving smoother and faster, and goods movement less vulnerable.
- **Alternative #3 – Invest in Active Transportation:** The third alternative focuses on growing active transportation usage through infrastructure investment and travel demand management policies. This includes constructing on-street cycling facilities in the urban area, paved shoulders in the rural area and expanding the off-street trail network. Completing the sidewalk network in the urban area is also a key feature of this alternative solution. Improvements that support transit are also included in this scenario. No road network expansion or upgrading occurs under this scenario.

Each alternative encompassed a range of projects and policies oriented to the alternative with the intent of meeting the vision and goals of the TMP. These alternatives were evaluated against the goals and it was found that none fared well against the goals individually. In response to this, potential projects within each alternative were individually scored against the TMP's goals. The highest scoring projects were carried forward to create a fourth alternative planning solution. This is known as **Alternative #4 – Combined Approach**. All alternative solutions were once again evaluated against the TMP's goals, resulting in Alternative #4 being selected as the preferred solution. This evaluation is summarized in Exhibit 4.1. Full details can be found in Appendix C – Alternative Solutions.

Exhibit 4.1: Alternative Solution Evaluation

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



# 5 Project and Policy Recommendations

The Meaford Transportation Master Plan's project and policy recommendations are structured around addressing the four key, broad needs identified in the earlier phases of the study and outlined in Chapter 3. The study's final recommendations are presented below. These recommendations should be incorporated into municipal documents and by-laws (e.g. Official Plan, road use by-law, engineering standards, asset management plan, etc.) where applicable.

Further details can be found in the various background studies and reports accompanying this document. Specific reports will be highlighted throughout the section for those interested in more details and analyses. Implementation, timing and costing considerations are presented in Chapter 6. Full-sized maps are provided in Appendix J – Maps.

## 5.1 Improving the Road Network

The road network is the most important transportation asset in Meaford. It is comprised of municipal roads, within the jurisdiction of the Municipality of Meaford, as well as roads owned and maintained by the County of Grey and the Province of Ontario. As Meaford continues to grow and change, the road network must adapt along with it. The recommendations in this section are aimed at addressing the following needs:

- Accommodating growth in the urban area;
- Better supporting the agricultural economy; and
- Managing truck and heavy vehicle movements.

### 5.1.1 Road Network Modifications

An assessment of projected growth and planned development was undertaken to identify where travel demand will be expected to grow the most in the coming years and decades. Concurrently, other road network issues and opportunities were identified through the existing conditions review and public and stakeholder consultation. Details of these analyses are presented within Appendix B – Needs and Opportunities. Based on this analysis, several road projects of various types were identified for Meaford. These are presented below.

**Recommendation**

Implement road projects identified in this chapter. Further detail regarding cost and timing can be found in Chapter 6 (Implementation).

#### Rural Road Projects

Improvements to the rural road network are focused on improving conditions for residents and businesses, with consideration for the movement of agricultural equipment and goods. Recommended rural road projects are presented in Exhibit 5.1. An overview of each project is presented below in Exhibit 5.2.

Exhibit 5.1: Rural Road Project Map

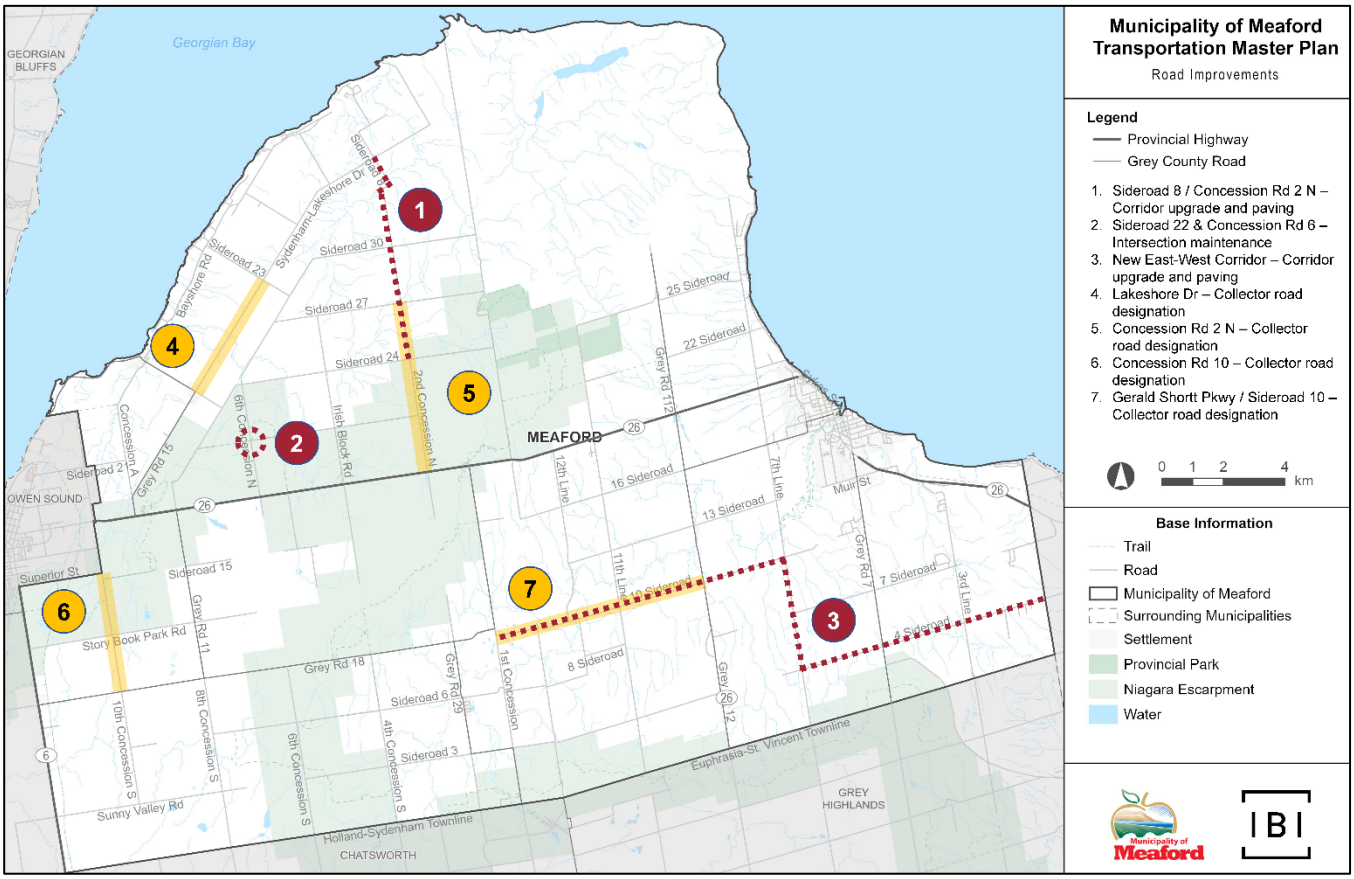


Exhibit 5.2: Rural Road Project Details

| No. | Location | Project | Description |
|---|---|---|---|
| 1 | Sideroad 8 / Concession Rd 2 N | Corridor upgrade and paving | Forms part of a "paved loop" in the northern rural area of Meaford. Southern segment identified as a collector road (see section 5.1.2). Supports agricultural and tourism industries, supports planned cycling route (see section 5.3.4). |
| 2 | Sideroad 22 & Concession Rd 6 | Intersection maintenance | Add to maintenance program to remove vegetation and any other obstructions that would help improve sightline. |
| 3 | New East-West Corridor | Corridor upgrade and paving | Longer-term east-west connection providing continuous paved and upgraded corridor for heavy vehicles and other users connecting to points in the southern parts of Meaford. Includes paving section of Sideroad 10. Consider designating corridor as collector road when upgrades are completed. |
| 4 | Lakeshore Dr | Collector road designation | Upgrades over longer-term to bring road up to collector road standard. See section 5.1.2 for more details. |
| 5 | Concession Rd 2 N | Collector road designation | Upgrades over longer-term to bring road up to collector road standard. See section 5.1.2 for more details. |
| 6 | Concession Rd 10 | Collector road designation | Upgrades over longer-term to bring road up to collector road standard. See section 5.1.2 for more details. |
| 7 | Gerald Shortt Pkwy / Sideroad 10 | Collector road designation | Upgrades over longer-term to bring road up to collector road standard. See section 5.1.2 for more details. |

### Urban Road Projects

While rural road projects are focused more on existing conditions, urban road projects are needed to accommodate the growth expected in urban Meaford throughout the TMP's planning horizon. Recommended urban road projects are presented in Exhibit 5.3. An overview of each project is presented below in Exhibit 5.4.

Exhibit 5.3: Urban Road Project Map

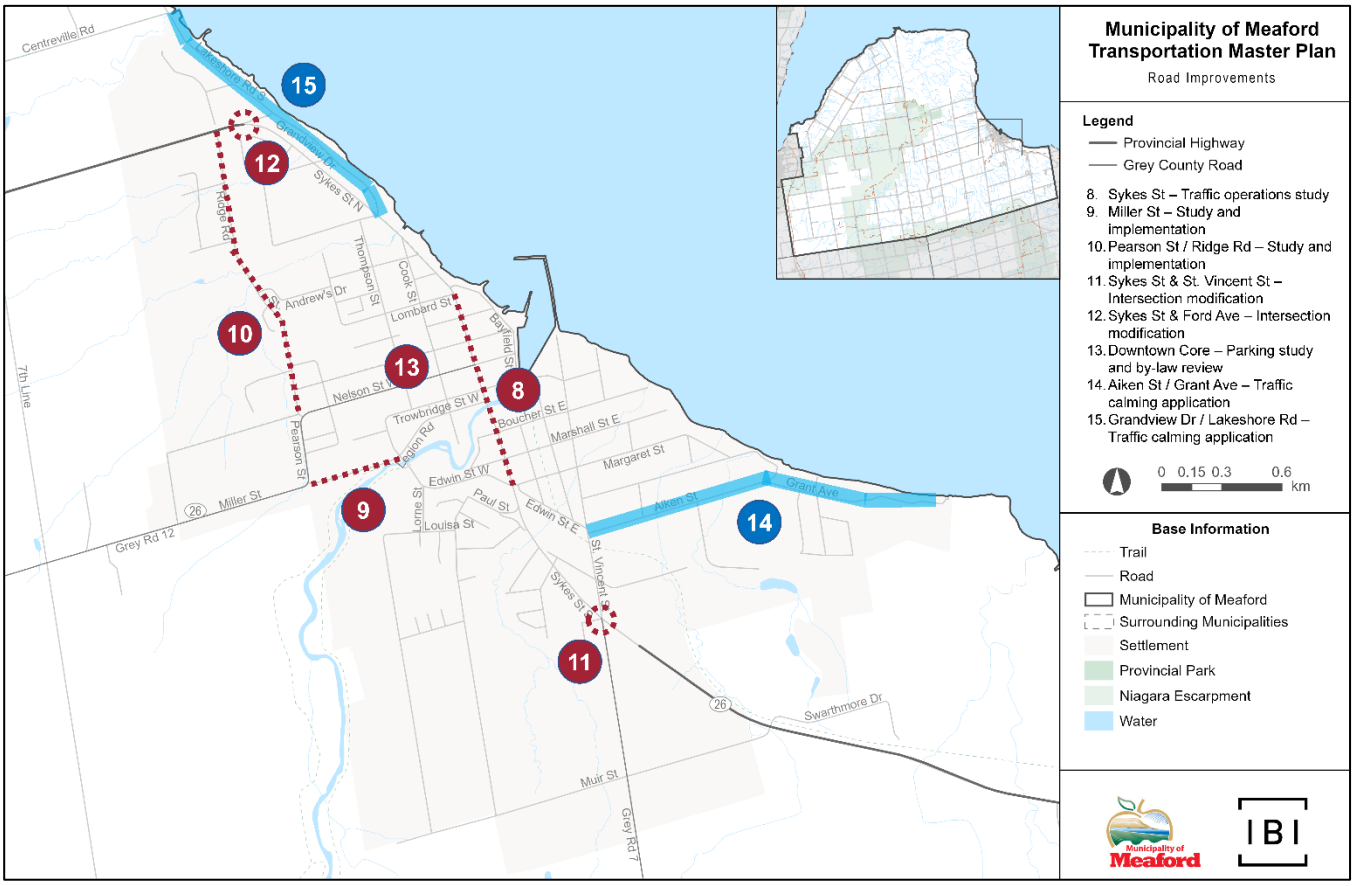


Exhibit 5.4: Urban Road Project Details

| No. | Location | Project | Description |
|---|---|---|---|
| 8 | Sykes St | Traffic operations study | Sykes St corridor study; integrated with potential Miller St closure (re-routing traffic through downtown). Will optimize traffic flow while considering the needs of other road users. Needed to ensure corridor (Hwy 26/Sykes) can continue to absorb growth in the area. |
| 9 | Miller St | Study and implementation | Further study is required to determine optimal configuration of Miller St east of Grey Road 12 given geographic constraints and intended function of street as a local connection. Study should consider converting to cul-de-sac, one-way operation, and other possibilities and examine impacts on all road users, maintenance, and residents. The study should consider inter-dependencies with Sykes St traffic operations study above. |
| 10 | Pearson St / Ridge Rd | Study and implementation | Corridor traffic study; intersection studies at Nelson St, St. Andrews Dr & Highway 26; new pedestrian and cycling facilities. Traffic calming measures should be applied in the interim (see section 5.2.2). |
| 11 | Sykes St & St. Vincent St | Intersection modification | Work with Grey County to improve safety and traffic operations. |
| 12 | Sykes St & Ford Ave | Intersection modification | Further study required to determine if sight distance and safety issues require closing or turning restrictions at Ford Ave at Sykes. |
| 13 | Downtown Core | Parking study and by-law review | Review supply and demand in commercial core; update policies and by-laws across the entire community. See section 5.1.4 for more information. |
| 14 | Aiken St / Grant Ave | Traffic calming application | Implement soft traffic calming measures. Monitor compliance and consider hard traffic calming measures if necessary. See section 5.2.2 for more information. |
| 15 | Grandview Dr / Lakeshore Rd | Traffic calming application | Implement soft traffic calming measures. Monitor compliance and consider hard traffic calming measures if necessary. See section 5.2.2 for more information. |

### 5.1.2 Road Classification System

A new proposed road classification system was developed for this Transportation Master Plan. The proposal includes classifying roads into urban and rural road classes and collector and local road classes. These proposed classes are subject to refinement regarding land use, development and access policies and regulations through the next Official Plan review. Typical characteristics of each classification is presented in Exhibit 5.5.

The road classification hierarchy recommended in this document does not impact Minimum Maintenance Standards (O. Reg. 239/02), which is a separate classification is utilized for identifying minimum levels of ongoing maintenance for municipal roads.

Further details on the road classification system can be found in Appendix D – Road Classification.

**Arterial Roads:**

- **Provincial Roads:** Highways 26 and 6/10 are the primary transportation routes between Central Ontario and Owen Sound as well as northern Bruce and Grey Counties. Development abutting Highways 26 and 6/10 is subject to the requirements of the Ministry of Transportation, except within a Connecting Link, where the Municipality has jurisdiction.
- **County Roads:** These roads serve a regional role by carrying traffic through the Municipality or from the Municipality to neighbouring municipalities. These roads function as arterial roads. Special setbacks apply to development abutting a county road. Generally, no building or structure shall be located closer to any county road than as set out by the County of Grey. All development abutting county roads are subject to the jurisdiction of Grey County.
- **Connecting Link:** Defined by the MTO as a class of roadway that links two segments of provincial highway under the jurisdiction of the municipality. Sykes St is designated a Connecting Link and generally functions as an arterial road, though it also fulfills the function of a main street in the urban area, where access is more important than vehicular throughput.

**Collector Roads:**

- Collector roads are further divided into **Rural Collector** and **Urban Collector** roads. They are primarily intended to carry traffic from local roads to the arterial road network (county, provincial and connecting link). They are expected to carry higher volumes of traffic than local roads and are key goods movement corridors. They are also important pedestrian and cycling links.

**Local Roads:**

- Local roads are further divided into **Rural Local** and **Urban Local** roads. They carry traffic and goods from the provincial and county road system and from the collector roads to individual properties.

**Other Types of Roads:**

- Private roads which cross private property to access a lot.
- Unopened road allowances.
- Unassumed roads.
- Roads that are owned and maintained by a public authority for only a part of the year.

### Recommendation

Adopt road classification system outlined in this chapter and incorporate into next Official Plan update.

## Collector Roads

With the new road classification system in place, provincial and county roads form the arterial road network, while the majority of roads under Meaford's jurisdiction would retain their classification as local roads. With urban and rural collectors forming a new road classes, the collector roads needed to be identified. The process to determine which roads should be identified as collector roads involved an analysis of several conditions and how they relate to the typical conditions identified in the road classification matrix. Considerations included annual average daily traffic (AADT) volumes, annual average daily truck volumes, planned growth and connectivity to the arterial road network.

**Rural Collectors:**

- Sydenham Lakeshore Dr (Sideroad 33 / Grey Road 15 to Sideroad 23)
- 2nd Concession N (Highway 26 to Sideroad 27)
- 10th Concession (Owen Sound border to Grey Road 18)
- Gerald Shortt Pkwy / Sideroad 10 (Grey Road 18 / 1st Concession to Grey Road 12)

**Urban Collectors:**

- St. Vincent St (Sykes St S to Bridge St)
- Bridge St / Trowbridge St E (St. Vincent St to Sykes St N)
- Pearson St / Ridge Rd (Grey Road 12 (Nelson St) to Highway 26)

**Recommendation**

Consider upgrading identified rural and urban collector roads to a higher road standard, over the long run, as they near planned rehabilitation or reconstruction.

The road classification system is presented in Exhibit 5.6 and Exhibit 5.7, which show the network of arterial roads (county, provincial and connecting link) along with the identified collector roads, and the remaining roads that retain their status as local roads.

### 5.1.3 Goods Movement

The collector road network is intended to, with the county and provincial roads, form the truck route network. This means that through trucks without a local destination should be restricted to using these roads in Meaford. The benefits and costs of having a separate goods movement system include ensuring the road network performs more efficiently and safely from both a traffic operations and road safety perspective.

**Recommendation**

Develop road use by-laws to restrict trucks from local roads unless required for a pick-up or delivery; and monitor truck traffic to determine if a dedicated goods movement network is appropriate for the future.

Local roads are also important for goods movement. Farmers moving agricultural goods and equipment by truck can experience difficulties operating on local roads. The Niagara escarpment geography means many roads have steep gradients, tight turns, and narrow road widths. The road network can have gaps requiring circuitous routes, and maintenance of roads can be a challenge for Meaford due to weather and wear and tear on the road surface. Further complicating goods movement are the aging bridges and culverts, some of which require rehabilitation and maintenance and others which do not meet current standards – and the challenge of funding to address these deficiencies.

The TMP has developed a series of policies and actions to support rural goods movement:

- The recommended road classification system introduces collector roads in the rural area. These collector roads are intended to provide greater service levels to rural goods movement and should be a priority for surface type and maintenance.
- A maintenance prioritization methodology for bridges and culverts. This allows Meaford to identify the bridges where targeted maintenance can provide the biggest benefits.
- A review of bridges identified as candidates for closure by Meaford with the goal of maintaining service levels on rural roads within available funding.

- The consideration for paving rural roads emphasizes that traffic volumes are not the sole criteria for paving, but network connectivity, isolation, and drainage needs are also important considerations.

Exhibit 5.5: Road Classification Typical Characteristics

| Road Characteristics | Arterial Roads | | | Collector Roads | | Local Roads | |
|---|---|---|---|---|---|---|---|
| | Provincial Highway | County Road | Connecting Link | Urban | Rural | Urban | Rural |
| **Jurisdiction** | Province | County | Municipality | Municipality | Municipality | Municipality | Municipality |
| **Land Access / Traffic Service** | Traffic movement / land access of equal importance | Traffic movement / land access of equal importance | Traffic movement/land access of equal importance | Traffic movement / land access of equal importance | Traffic movement / land access of equal importance | Land access primary function. Traffic movement secondary consideration | Land access primary function. Traffic movement secondary consideration |
| **Typical Traffic Vol. (AADT)** | n/a | n/a | > 5,000 | > 1,000 | > 1,000 | < 1,000 | < 1,000 |
| **Design Speed** | 60 – 90 km/h | 60 – 90 km/h | 50 – 60 km/h | 40 – 60 km/h | 60 – 90 km/h | 40 – 50 km/h | 50 – 90 km/h |
| **Posted Speed** | 50 – 80 km/h | 50 – 80 km/h | 40 – 60 km/h | 40 – 50 km/h | 50 – 80 km/h | 40 – 50 km/h | 40 – 80 km/h |
| **Desirable Connections** | Collectors, Connecting Link, County Roads, Provincial Highways | Locals, Collectors, Connecting Link, County Roads, Provincial Highways | Locals, Collectors, County Roads, Provincial Highways | Locals, Collectors, County Roads Connecting Link | Locals, Collectors, County Roads, Provincial Highways | Locals, Collectors, County Roads, Connecting Link | Locals, Collectors, County Roads, Provincial Highways |
| **Pedestrian Facilities** | Sidewalks on both sides within designated urban areas. | Sidewalks on both sides within designated urban areas. | Sidewalks on both sides. | Sidewalks on both sides. | Paved shoulders where warranted. | Sidewalks on one side. | Paved shoulders where warranted. |
| **Cycling Facilities** | Paved shoulders where warranted. | Dedicated bike facilities where required. | Dedicated bike facilities where identified in cycling plan. | Dedicated bike facilities where identified in cycling plan. | Paved shoulders where identified in cycling plan. | Signed route (or dedicated bike facilities where warranted) where identified in cycling plan. | Signed route (or paved shoulders where warranted) where identified in cycling plan. |
| **Typical Right-of-Way Width** | As per MTO. | As per Grey County. | 20 m – 26 m | 20 m – 26 m | 20 m – 26 m | 12 m – 20 m | 12 m – 20 m |
| **Parking Provisions** | As per MTO. | As per Grey County. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. |
| **Truck Route** | Not restricted. | Not restricted. | Not restricted. | Not restricted. | Not restricted. | Restricted. | Restricted. |
| **Traffic Calming** | As per MTO. | As per Grey County. | Where warranted | Where warranted | Where warranted | Where warranted | Where warranted |

Exhibit 5.6: Recommended Road Classification Map

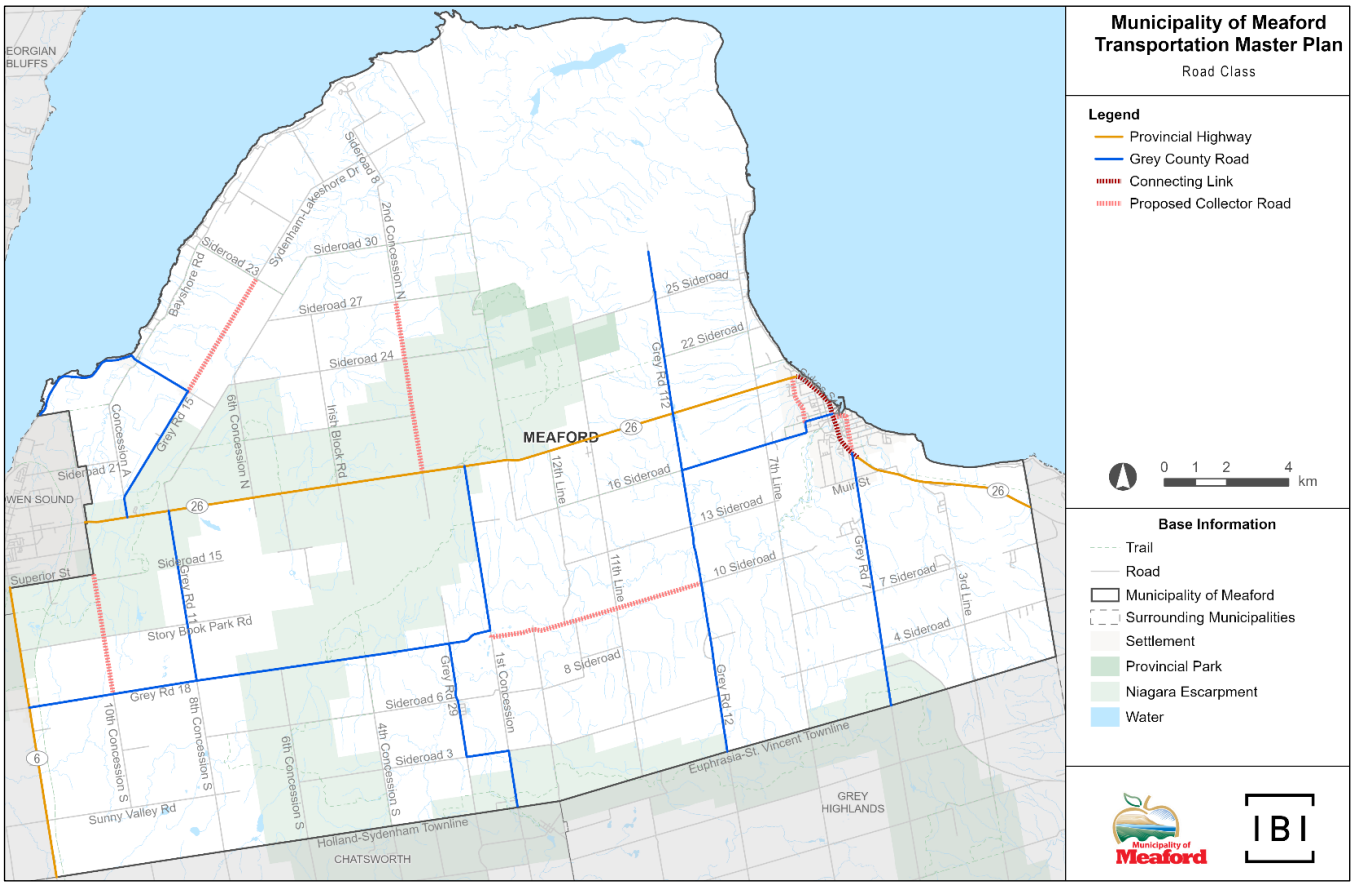
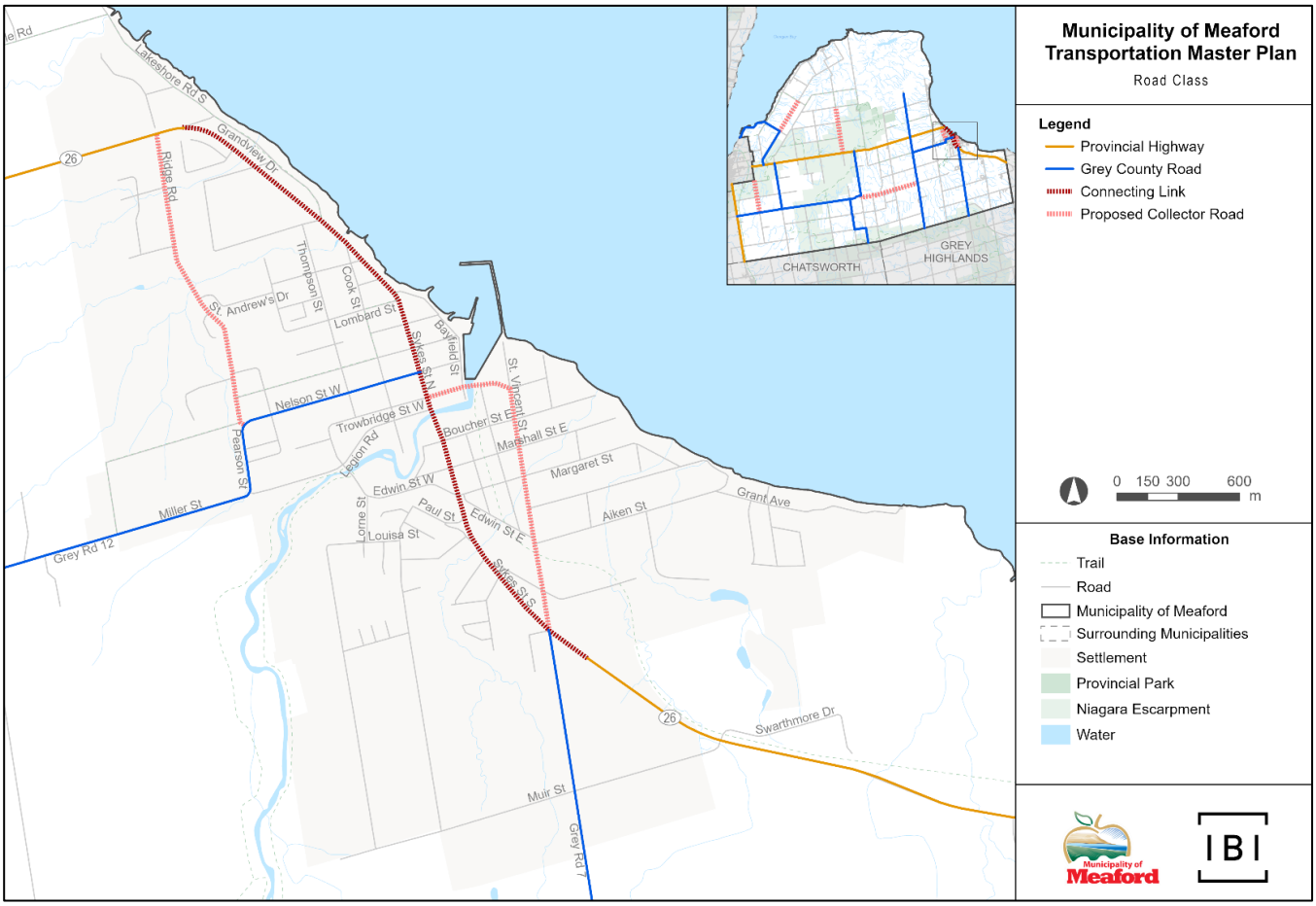


Exhibit 5.7: Recommended Road Classification Map – Urban Area



### 5.1.4 Vehicle Parking

There is growing concern in Meaford about whether the supply of parking meets the community's needs now and in the future. There is increased residential interest in the downtown area, increasing the need for longer-term and overnight parking and other general needs changing regarding parking and accessible parking.

Providing the appropriate amount of parking supply is a factor in fostering economic growth and producing lively, vibrant urban areas. The availability of parking opportunities in urban areas are needed to encourage visitors to support local businesses. Conversely, if too many parking facilities (off-street surface lots or parking structures) are provided, it detracts from the livelihood of the urban area. The space that could be used to build new businesses, or expand existing ones are occupied by underused parking facilities.

A parking study is recommended to assess existing and future parking supply and demand and provide appropriate solutions.

**Recommendation**

Meaford should engage a consultant to undertake a parking master plan study that reviews and updates all pertinent by-laws, including an assessment of the possibility of removing or reducing off-street minimum parking requirements for new developments in all or some parts of Meaford, and assesses on- and off-street parking supply and demand within the downtown core area.

Parking-related by-laws should be reviewed to ensure they are continuing to meet the community's needs and are following emerging best practices.

- Minimum parking requirements for new developments may be constricting potential growth if they are too high. These should be reviewed.
- Overnight parking restrictions should be reviewed to allow for year-round resident parking in the urban area, where appropriate.

Additional parking considerations are discussed in Appendix G – Policy Areas and Design Guidance.

#### Parking at Rural Amenities

Meaford supports the provision of safe parking at rural amenity locations such as trailheads and conservation areas in the longer term. The Municipality will consider measures to improve parking, including reaching out to the owners of lands adjacent to trailheads and other attractions or widening the road base to provide shoulder parking. In a future trails study, parking should be considered further.

### Recommendation

Explore options for providing parking at key rural locations where parking demand is evident. Prioritize locations where existing on-road parking practices compromise road safety.

## Electric Vehicle Charging

Battery-powered electric vehicles (EVs) emit less greenhouse gas emissions than combustion powered vehicles, accounting for their full life-cycle from materials procurement to disposal and recycling. With a greater selection of electric vehicles available to consumers, and guidance from the federal government for 100 percent electric vehicle sales in 2040, an increasing share of vehicles in Meaford will be electric over the time-frame of the TMP.

The majority of EV charging is at homes, work locations, or at private charging stations operated by businesses. Public charging services can be provided for visitors and residents without charging stations at home. However, according to PlugShare (accessed in April 2021) there are currently no publicly-accessible charging stations in Meaford.

As the TMP includes climate change support in its goals, support of EVs is included in the plan. This could take the form of development requirements for charging stations, or installation of charging stations on public land. Subsidy of businesses or residents for installation of charging stations is another alternative, though rare for municipalities and more common at the provincial or federal level. Some municipalities have stations at community centres, arenas, libraries, municipal administration centres, and parks. There is also potential for some economic benefit of EV chargers as they can be a destination or stopover point for EV owners.

EV chargers come in various configurations with more costly installations offering faster charge speeds. Many public chargers are installed by a service provider that maintains the charger and charges the public a fee for its use. Alternatively, 240-volt chargers can be installed at parking locations and made free to the consumer with electricity costs subsidized by the land-owner as an incentive or goodwill gesture.

### Recommendation

Meaford should support EV adoption through support of EV charging. Low-cost chargers for use by the public or staff at administration offices or public locations could be a first step, and staff can explore the availability and cost of retaining a service provider for installation on public land. Funding is assumed to be separate from the TMP capital plan and included in facilities / maintenance budgets.

## 5.2 Addressing Safety Concerns

In addition to changes to the road network to address growth pressures, changes are needed to improve safety throughout Meaford. Safety is a major concern and emphasis of the Municipality of Meaford. Implementing safety-related improvements can be costly, necessitating an approach that assesses severity of problems and prioritizes improvements based on cost and benefit. The Transportation Master Plan addresses safety concerns through three lenses: policies, programs and infrastructure changes.

### 5.2.1 Road Safety Monitoring

Though collisions are tracked by the Ontario Provincial Police, these data are not part of an ongoing process to assess and improve the safety of Meaford's roads and streets. Tracking collision frequency and severity can help identify areas where safety improvements are most needed and can provide insight into the types of alterations needed to be made. For a safety monitoring program to be effective, it must become an ongoing concern for municipal staff.

The monitoring program outlined below is intended to get Meaford to the point where they can routinely identify problem locations and assess whether additional actions should be taken to mitigate the issues, including potential capital work. The monitoring program is made up of the following ongoing tasks and actions.

- The Municipality will request from OPP collision data for the previous five years and continue to request updated data on an annual basis.
- Using this data, Meaford will identify intersections and mid-block locations with the most collisions (i.e. more than ten collisions in prior five years).
- Coordinate and cross check problem locations with speed limit assessment, stop signs, community safety zones, road design and planning criteria as outlined in the respective TMP policies. Take appropriate action to mitigate issues according to these policies an processes.
- If larger capital works are required, schedule into the road improvement program and capital budget planning processes and prioritize accordingly.
- Report to council findings once per year.

Further detail on road safety monitoring can be found in Appendix G – Policy Areas and Design Guidance.

**Recommendation**

Utilizing existing staffing and resources, undertake the road safety program tasks outlined above on an ongoing basis.

### 5.2.2 Traffic Calming

Traffic calming is a topic of growing public interest in Meaford. Speeding and cut-through traffic are issues that lead to requests for traffic calming. The traffic calming process allows the Municipality to respond to these requests in a systematic, transparent and data-driven manner. This allows traffic calming needs to be assessed on their safety merits and network-wide impacts.

Traffic calming treatments can be separated into two categories: soft calming (passive) and physical intervention.

Soft calming measures look to improve driver awareness or reduce speeding through visual cues. Examples include enhanced signage, pavement markings and reduced lane widths.

Physical treatments alter the roadway to create deflections or obstacles to prevent vehicles from traveling in a straight line at excessive speeds. Examples include speed humps, median islands and roundabouts.

The intention of the traffic calming process is to improve the safety and livability of Meaford's streets in both urban and rural contexts for all road users, particularly vulnerable road users (e.g. pedestrians, cyclists, elderly residents, people with disabilities, etc.). The potential passive and physical measures are discussed in Appendix F – Traffic Calming. They should all be considered and the best fit selected at the judgment of Municipality staff and/or outside consultants.

Recognizing that physical traffic calming measures can be costly, Meaford's traffic calming process is designed with lower cost (i.e. passive or soft) measures as the first stage. Only if these approaches are not found to be sufficient, should physical interventions be considered.

The following principles should be kept in mind when investigating, considering and implementing traffic calming measures.

- Public safety is the first and foremost consideration.
- Problems should be clearly identified, and data sufficient to quantify the issue.
- Physical treatments should only be considered after education, enforcement and traffic engineering have not sufficiently addressed the issue.
- Self enforcing treatments should be considered before treatment requiring police presence to enforce compliance.
- Treatments should not hinder cyclists, pedestrians, emergency vehicles or transit vehicles without alternate accommodations agreed upon during consultation.
- The public and stakeholders should be sufficiently consulted.

- Effectiveness shall be monitored after implementation and reported to stakeholders and ineffective treatments should be removed or replaced.

The traffic calming process is initiated when a traffic calming request is made. The first step is to assess the corridor against the warrant criteria presented in Exhibit 5.8 and Exhibit 5.9. If warrants are not met, no further action is taken. If the warrants are met, the next step is to identify and implement soft or passive traffic calming measures. The impact of these measures should be evaluated. If found to be ineffective, the next step would be to consider physical measures.

Details on the process and warrants can be found in Appendix F – Traffic Calming.

Exhibit 5.8: Volume and Speed Warrants for Urban Traffic Calming Application

| | |
|---|---|
| Traffic Volume | 400+ vehicles per day on a local road<br>**OR**<br>1000+ vehicles per day on a collector road |
| **AND** | |
| Traffic Speed | 85th percentile speed is >10 km/h over the posted speed limit |

Exhibit 5.9: Speed Warrants for Rural Traffic Calming Application

| | |
|---|---|
| Traffic Speed | 85th percentile speed is >10 km/h over the posted speed limit |

### Recommendation

Adopt traffic calming process outlined above and in Appendix F – Traffic Calming and apply to traffic calming requests received.

Three locations were identified for initial traffic calming implementations. They are noted below. The traffic calming process outlined above should be followed to identify appropriate soft / passive traffic calming treatments. These installations will help address road safety needs in these areas.

- Ridge Rd & Pearson St;
- Aiken St & Grant Ave; and,
- Grandview Dr & Lakeshore Rd.

Other corridors of concern have also been flagged through the interim traffic calming measures currently being utilized. The policy and process outlined in

above should be utilized to address these and other locations as they are identified.

**Recommendation**

Identify appropriate soft / passive traffic calming measures and implement at the three locations identified above.

### 5.2.3 Cul-de-Sac Policy

During the development of the TMP, maximum length of cul-de-sac was raised as a topic of interest, as Meaford currently does not have a by-law on this topic. In line with other municipalities, future by-law revisions should include a maximum length of a cul-de-sac, mainly driven by the need for emergency services to have good access to all properties along a cul-de-sac, and a limit to its length is logical given that roads can be blocked by construction or incidents. A typical maximum cul-de-sac length of 250m should be considered. During time of by-law update, specific requirements should be reviewed by a transportation engineer.

### 5.2.4 Safer Speed Limits

In recent years there has been interest in some Ontario municipalities in lowering urban speed limits to 40 km/h. There is well documented evidence that a reduction in travel speed below 50 km/h (e.g. 30 km/h or 40 km/h) drastically increases survivability of pedestrian-vehicle collisions. This is shown in Exhibit 5.10. However, reducing the speed limits alone will not always result in lower operating speeds. Further details can be found in Appendix G – Policy Areas and Design Guidance.

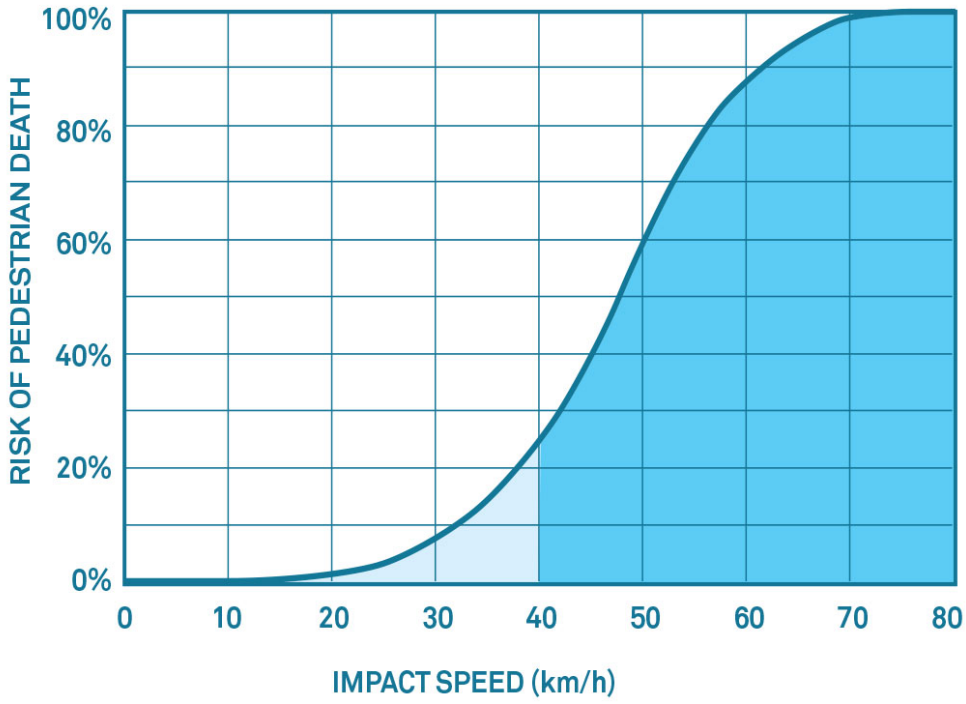
**Recommendation**

Meaford should consider a reduced 40 km/h default speed limit within the urban area. A reduced default speed limit would be illustrated through ‘blanket’ speed limit signage on entry to Meaford and at strategic locations. This would require a separate process to update the by-law and bring the change through Meaford Council.

### 5.2.1 Community Safety Zones

Community Safety Zones (CSZ) are designated roadway sections recognized under the Highway Traffic Act to allow fines associated with speeding offences to be doubled. CSZs are intended to help influence a change in driver behaviour and to improve safety. CSZs are typically designated at locations which have safety concerns or complaints, or near sensitive areas such as schools, day-care centres and retirement homes, where the presence of vulnerable road users is more likely.

Exhibit 5.10: Relationship Between Impact Speed and Risk of Pedestrian Death.




Source: Global Street Design Guide (NACTO, Global Designing Cities Initiative, 2013)

Enforcement resources must be taken into consideration when determining the effectiveness, size, and location of a CSZ, since they require active enforcement to be effective. Given the scarcity of enforcement resources, a case-by-case approach to Community Safety Zones is recommended for Meaford. The Municipality can tailor the number of CSZs to available enforcement resources and operations funding rather than having to adhere to specific warrant criteria.

### Recommendation

Community Safety Zones will be assessed on a case-by-case basis and will be informed by Meaford's Road Safety Monitoring Program and coordinated with other safety-related initiatives. Community Safety Zone enforcement should be coordinated with the Ontario Provincial Police.

### Automated Speed Enforcement

One of the biggest issues with CSZs in Meaford in the past has been that limited enforcement resources have been stretched thin. Traditional policing can be expensive and comes with its own constraints and challenges.

The Province of Ontario has recently passed regulations allowing municipalities to operate an Automated Speed Enforcement (ASE) program (also known as speed cameras). ASE is an automated system that uses a camera with a speed measurement device to detect and capture images of vehicles travelling faster

than the posted speed limit. Images are reviewed by Provincial Offence Officers and then tickets are issued to the owner of the vehicle.

ASEs have been shown to be effective in reducing speed and reducing collisions but can be politically unpopular. Warning signage, awareness campaigns and/or pilot periods are recommended if this option is implemented.

### Recommendation

The Association of Municipalities of Ontario, of which Meaford is a member, recently began the process of developing a turn-key solution for implementing and administering an ASE program. When this becomes available, it is recommended that Meaford should review potential costs and benefits of the program and consider taking part.

Further detail on community safety zones and automated speed enforcement can be found in Appendix G – Policy Areas and Design Guidance.

## 5.3 Supporting Active Transportation and Transit

Active transportation helps to create healthier and happier communities, it improves environmental outcomes and has economic benefits including being an important part of Meaford's tourism sector. Further, 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. Active transportation also accounts for the first and last legs of most journeys made by transit. Improving active transportation facilities within Meaford can help support regional transit initiatives.

The compact nature of Meaford's urban area lends itself well to make walking and cycling more common choices 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 when new developments are planned to incorporate walking and cycling as driving is incorporated. This means sidewalks, cycling paths and short- and long-term bicycle parking.

### 5.3.1 Public Transit

Transit is an important initiative to support. A newly launched County-run system, the Grey Transit Route, connects Meaford with both Owen Sound and The Blue Mountains. This service will help connect more people with employment, social, recreation and other opportunities. Meaford can support this initiative through the following:

- Promotion and public awareness, including advertising, notices in community centres / arena, and social media.
- Include the transit stop on Nelson St in the Sykes Street traffic study and downtown parking study to identify if any changes to support transit are appropriate, including sidewalks, bicycle parking, designated parking, or pick-up or drop-off parking within the downtown core.
- Continued support of Meaford Moves+ service, and monitoring service needs to maintain good levels-of-service to the public;
- Work with Grey County on future transit initiatives including potential transit-on-demand services;
- Monitor and if appropriate support new technology that provides improved transit accessibility (e.g. apps for transit services, new services).

**Recommendation**

Support the continued growth of regional transit initiatives through the provision of first mile / last mile facilities and local public awareness campaigns.

### 5.3.2 Priority Sidewalk Corridors

The provision of sidewalks is desirable for safety and accessibility purposes. Continuous and connected corridors allow for safe, accessible travel within the urban area. The TMP has identified 15 priority sidewalk corridors where adding new sidewalks or filling in missing links will provide the biggest positive impacts. Criteria considered included connecting to existing sidewalks, connecting to key destinations (e.g. schools, parks, community facilities, hospitals, commercial areas), cost and feasibility, vehicle traffic volumes and speeds and input from public and stakeholder consultation. Exhibit 5.11 shows the recommended locations for priority sidewalk corridors and new pedestrian crossovers (see section 5.3.3). Rationale and additional considerations for each priority corridor are presented in Exhibit 5.12. Further can be found in Appendix E – Active Transportation.

**Recommendation**

Construct the priority sidewalk corridor segments identified in this section in the next 10 years. Continue expanding the sidewalk network following the completion of the priority sidewalk corridors.

Exhibit 5.11: Priority Sidewalk Corridors and Crossover Locations

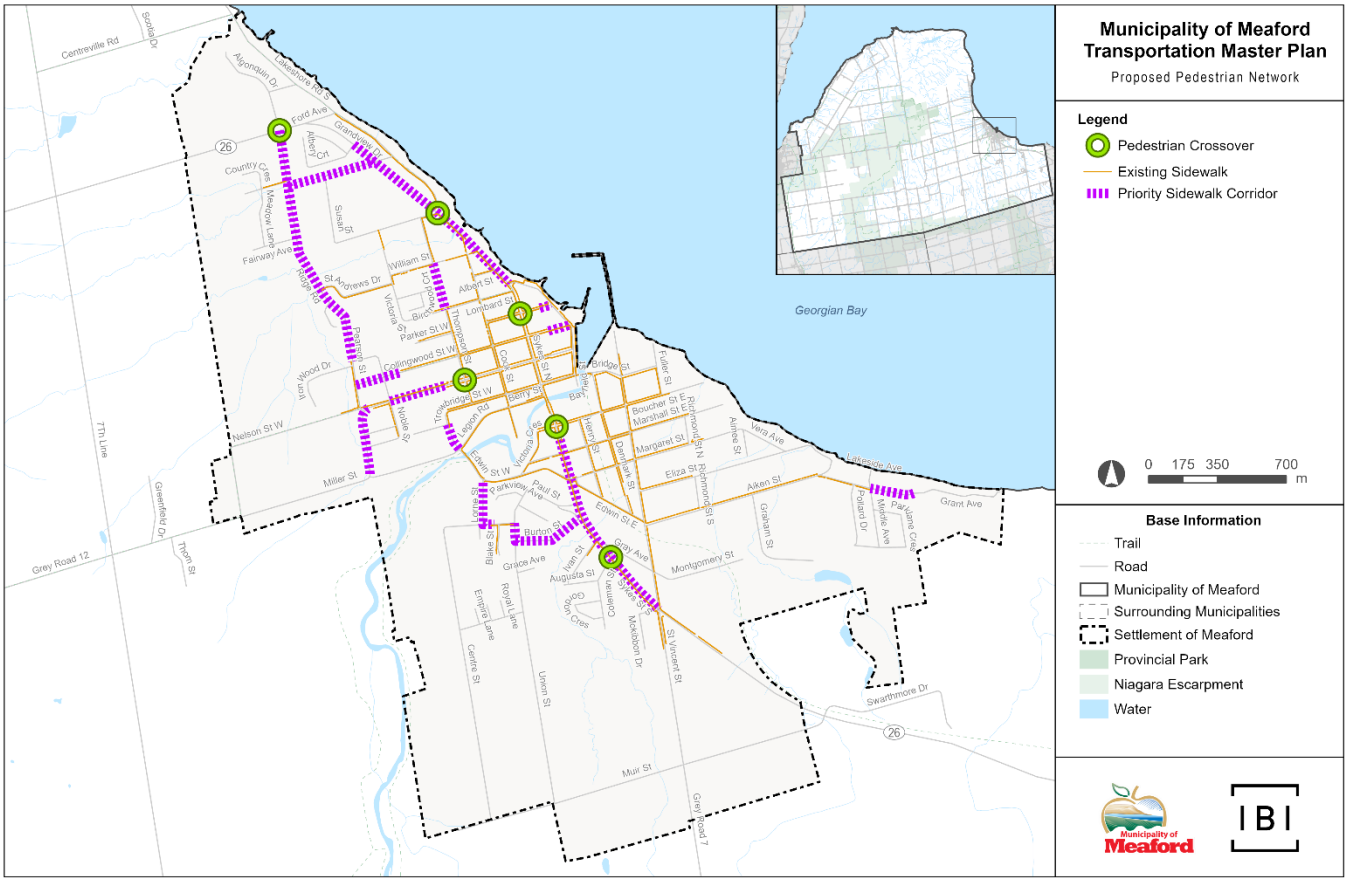


Exhibit 5.12: Priority Sidewalk Corridor Details

| 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. |
| 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. |

| 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. The Municipality should continue with ongoing work to identify sub-standard existing sidewalk sections that need to be upgraded to meet AODA standards. Additionally, corridors within the urban area without sidewalks that are not identified as priorities above should continue to be considered for sidewalks if opportunities are presented through new developments, road re-construction or other required capital projects.

**Recommendation**

Meaford should identify sub-standard sidewalk sections and curb ramps on an ongoing basis and integrate needs into capital program (bundling with other infrastructure projects where possible) to retrofit to AODA standards when performing other related projects. .

### 5.3.3 Pedestrian Crossovers

Safe street crossings are an important part of the pedestrian network. In Meaford, there are long stretches of Sykes St, its busiest road, with no signalized or other safe crossings. Six locations have been identified for the installation of pedestrian crossovers in a phased approach. These are shown in Exhibit 5.11 and detailed in Exhibit 5.13.

Exhibit 5.13: 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. |

*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 Rd[1] 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.

### 5.3.4 Cycling Network

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

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

the County. Meaford is supportive of the Grey County plan and should implement where possible with other capital work, with funding partnerships. 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.

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 5.14, urban connections are detailed in Exhibit 5.16. The proposed cycling network is displayed in Exhibit 5.15 and Exhibit 5.17.

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.).

**Recommendation**

Implement the long-term cycling network.

Further details on the development of these recommendations can be found in the Appendix E – Active Transportation.

Exhibit 5.14: 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. |
| North-South Paved Route | Highway 26 (Concession Rd 2 N to 12th 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. |
| North-South Paved Route | 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. |
| North-South Paved Route | Side Rd 16 (12th Line to 11th Line) | Signed Route | This segment will require an upgrade to pavement to provide a continuous paved route. |

| Route | Corridor | Type | Rationale and Considerations |
|---|---|---|---|
| North-South Paved Route | 11th 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 7th 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 5.15: Meaford TMP Cycling and Trails Network

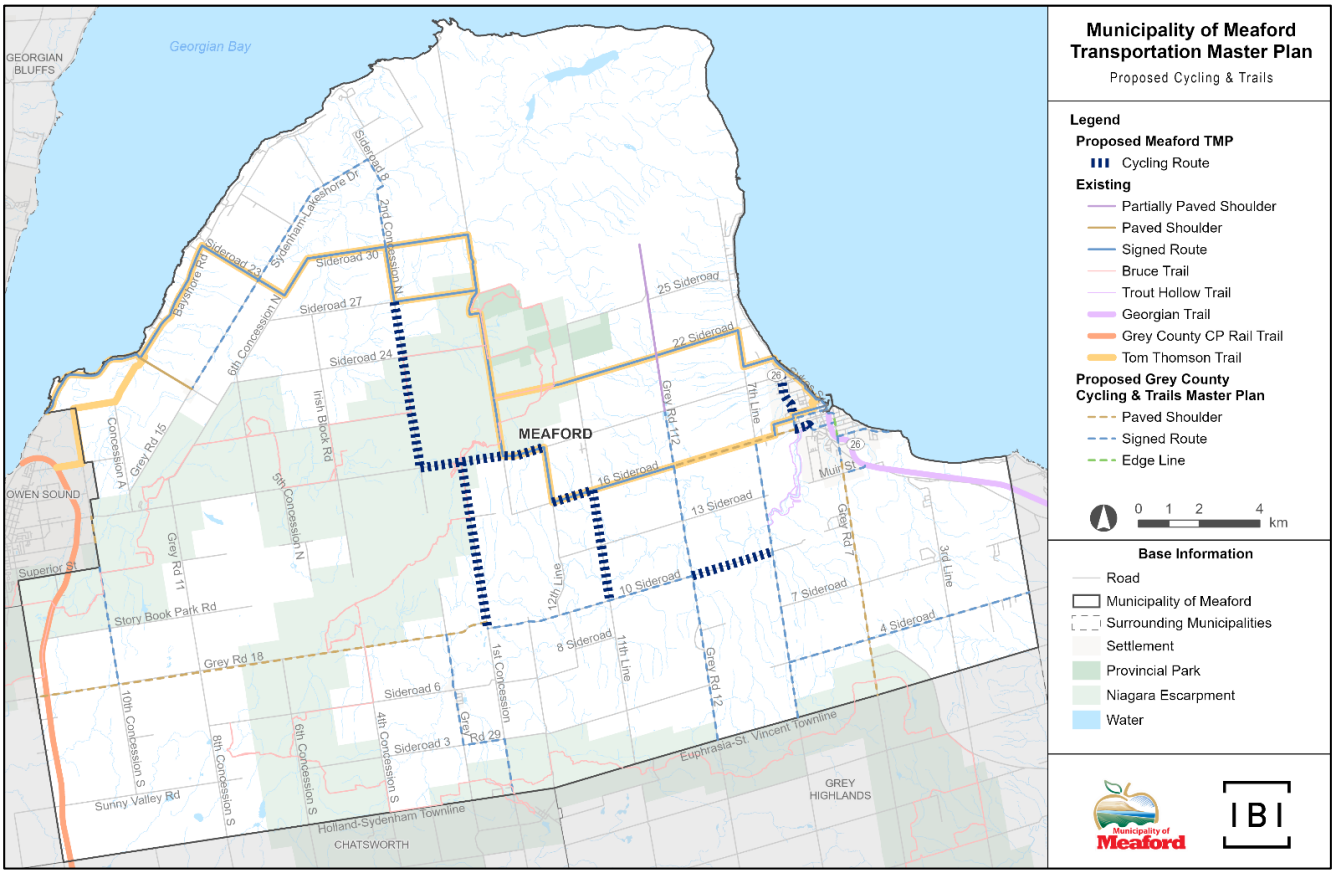
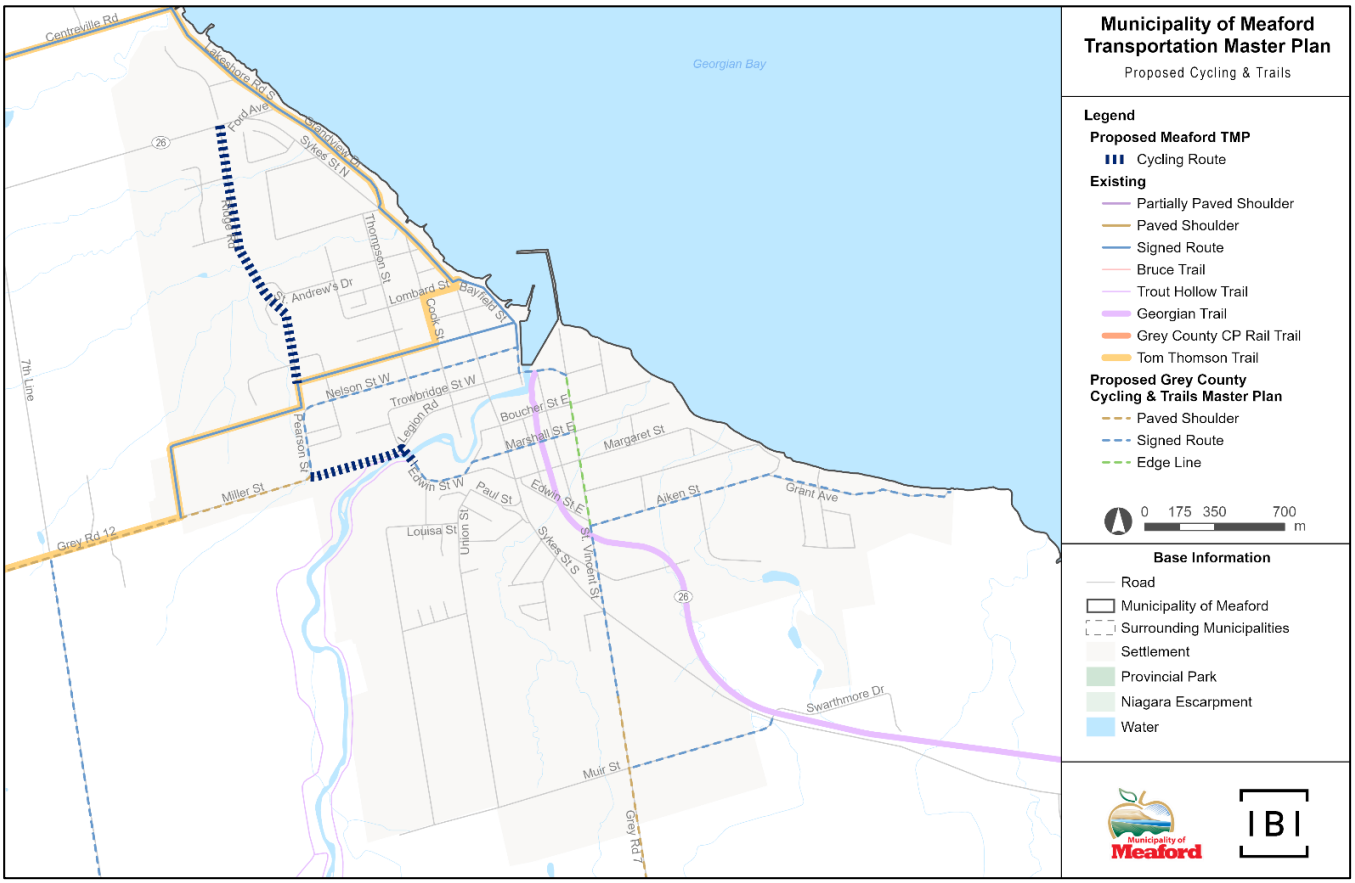


Exhibit 5.16: Urban Municipal Cycling Connection Details

| 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 | Under the assumption that Miller St will be converted into a cul-de-sac to eliminate cut-through traffic, it 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 5.17: Meaford TMP Cycling and Trails Network – Urban Area



### 5.3.5 Land Use Planning and Transportation

How Meaford plans its land uses has a direct influence on how people move within and through the Municipality. Compact urban development encourages more sustainable travel choices (e.g. walking, cycling) and lends itself to better supporting transit. How Meaford grows will be very important towards achieving the goals of the TMP. Meaford should carefully consider implications of land use planning decisions through the implementation of zoning by-laws and the Official Plan. Carefully considered policies can improve the Municipality's quality of life, vibrancy and economic development, all while helping to achieve the transportation outcomes envisioned in this TMP. The following outlines several items for Meaford to consider and integrate into future land use planning.

- Encourage new developments in the urban area to be oriented towards walking and cycling by requiring compact, mixed-use development, built closer to the street and property line.
- Update by-laws to require new developments to provide sidewalks that connect to the nearest existing sidewalk for all developments.
- Update by-laws to require larger new developments to provide internal sidewalks and/or multi-use trails to the standard of the Municipality, subject to the development review process. See section 5.3.6 for more detail.
- Update by-laws to require the provision of short and long-term bicycle parking at new residential, office and commercial developments.
- Update by-laws to reduce or eliminate minimum parking requirements for new developments. See section 5.1.4 for more detail.
- Consider shared parking between different land uses (e.g. day use vs. night use).

**Recommendation**

Update by-laws as discussed above so land use planning better supports the transportation outcomes envisioned in this document. Incorporate these concepts into the next Official Plan update.

### 5.3.6 Supporting Strategies and Policies

#### Sidewalks

The importance of providing accessible and continuous sidewalks is well established in this TMP, with the priority sidewalk corridors identified above in section 5.3.1. However, some general guidelines and policies should also be considered to improve the pedestrian experience in Meaford.

Within the urban area, sidewalks should be provided on both sides of arterial roads (e.g. provincial, county and connecting link) and collector roads.

Sidewalks should be provided on one side of local roads. It is recognized that this is a long-term objective and will have to be applied selectively as many corridors within the urban area are still more functionally rural in nature. As the community continues to grow and urbanize, however, providing a complete sidewalk network becomes more important.

Where sidewalks are only required on one side of the street, they should be provided continuously on the same side within the corridor. It is understood that constraints may require changing sides, but this should be minimized, and accessible crossings should be provided where the sidewalk changes sides. It is not necessary that all corridors have sidewalks on the same side. That is, parallel corridors need not have sidewalks both provided on the west side, so long as the corridors are as consistent as possible.

Finally, as noted above, by-laws should be updated requiring new developments to meet these sidewalk requirements. Small-scale developments should be required to connect into the nearest connection. Meanwhile, large-scale developments (e.g. new neighbourhoods) should be required to provide internal sidewalk connections and/or multi-use trails that satisfy this policy as well as connecting into the greater network.

**Recommendation**

Update by-laws to require new developments to provide sidewalks pursuant to the policy outlined above and connecting to the nearest existing sidewalk.

### Bicycle Parking

End of trip facilities form an important part of recognizing the transportation or utilitarian use of bicycles. Bicycle parking should be provided at key destinations in urban Meaford where people can lock their bicycles securely while supporting local businesses. On public land, Meaford should consider ring and post-style bicycle parking. Alternatively, many municipalities operate programs where businesses can request bicycle parking facilities be provided. Meaford should also consider providing higher-capacity bicycle parking facilities on municipally-owned parking lots.

**Recommendation**

Provide bicycle parking in downtown Meaford and other key locations throughout the urban area.

### Paved Shoulders

The rural cycling network relies on lower traffic volume connections, where longer distance touring trips can be made. However, where traffic volumes and speeds are in conflict with slower moving bicyclists, paved shoulders should be provided to improve the safety of all road users. Paved shoulders also provide extra room for moving oversized and slow agricultural equipment and provide safer spaces for pedestrians along rural roads.

The Ontario Traffic Manual Book 18 guide to designing cycling facilities is currently being updated and is expected to provide updated guidance on where paved shoulders are most appropriate for cycling routes. Once released, Meaford should follow the guidance provided within. Traffic volumes and speeds should be monitored to identify where upgrades may be beneficial as the Municipality continues to grow. This is particularly true where the rural collector road network and cycling network overlap, as well as where other needs (e.g. providing pedestrian space, moving agricultural vehicles) are identified.

## 5.4 Refining Operations, Maintenance and Asset Management

Day-to-day operations and regular maintenance of transportation assets are key considerations for the Municipality of Meaford. Operational considerations refer to how the transportation system works on a day-to-day basis. This includes items such as the placement of stop signs, street directionality (i.e. one-way or two-way operation) and setting speed limits.

Maintenance, meanwhile, refers to the long-term repair, rehabilitation, and eventual replacement of transportation assets. Properly funding maintenance activities can help extend the life of assets and reduce costs in the long run.

Within this section, policies, actions and other considerations are outlined for a number of areas relating to road design, operation and maintenance. Further background information is provided in Appendix G – Policy Areas and Design Guidance.

### 5.4.1 Stop Signs

The Municipality of Meaford will apply Ontario Traffic Manual (OTM) Book 5 to determine if a stop sign is warranted, prior to installation. This policy acknowledges that stop signs are not typically appropriate for use to protect pedestrians, as a speed control device, and as a means of deterring through traffic.

Over time Municipal should consider monitoring and identifying locations with problematic all-way stop control. This could be through collision data monitoring (see safety policy) and through assessment and local knowledge. If a location with all-way stop control is identified as unnecessary, OTM Book 5 provides a methodology for removal of stop signs.

**Recommendation**

Undertake review of existing stop sign locations to identify safety or operational problems.

### 5.4.2 One-Way Streets

One-way streets can improve traffic flow and could address sight-line concerns at intersections, by restricting the direction of traffic that has sight-line concerns. While a potential tool to address traffic and sight-lines, one-way streets can have a significant impact on accessibility of properties if they require long detours. In Meaford, a conversion to a one-way street would be considered through a detailed study that includes traffic operations, safety, and impacts to property including accessibility.

### 5.4.3 Speed Limits

Speed limits that are currently in place in Meaford reflect provincial standards and typical municipal practices for most roads, plus some individual road segments that had their speed limits set through staff or council direction in past years. Meaford receives requests for changes to speed limits from the public, often due to concerns about speeding. The municipality should undertake speed limit reviews on an individual basis and tie these reviews into the recommended safety program of the TMP, which includes collision data monitoring and tracking of safety-related issues. When a speed limit review is undertaken, it should follow the procedures of the Transportation Association of Canada (TAC) and be consistent with the guidelines set out in the Road Classification system.

**Recommendation**

Adopt the TAC methodology and use the safety program to review and set speed limits.

### 5.4.4 Paving Rural Roads

With traffic growth and the importance of agricultural goods movement to the economy, paving rural roads should be considered where appropriate to improve service levels to road users. Meaford will through this TMP develop a Level of Service policy that utilizes industry best practices in a two-step process.

- Fewer than 200 vehicles per day: Granular
- Between 200 and 400 vehicles per day: Surface treated (LCB)
- More than 400 vehicles per day: Paved (HCB)

Best practices can evolve over time as costs for surface types change and new technologies are developed. Meaford should periodically review thresholds and surface treatment types and engage with the industry and peer municipalities to explore and adapt municipal practices.

Where AADT data suggests a road's surface should be changed, further assessment is required on a case-by-case basis to assess the other factors that contribute to determining the appropriate surface type (e.g. boulevard width, network connectivity, maintenance and drainage). If an upgrade is recommended, the project should be scheduled and prioritized through capital budget planning.

**Recommendation**

Develop a Level of Service policy to determine the most appropriate surface treatment as outlined above.

### 5.4.5 Bridge Management

#### Bridge Rehabilitation Strategy

Meaford, like many municipalities, is facing a challenge in its aging infrastructure with bridges that requires rehabilitation and replacement. A number of issues are present on individual bridges ranging from inadequate railing and traffic protection to aging bridge decks or structures that require replacement. Undertaking all the necessary bridge maintenance and rehabilitation is an enormous undertaking outside of current transportation capital budgets.

Meaford currently prioritizes bridges based on OSIM reports which include recommended timing. However, much more funding is required if timing recommendations were to be kept as many bridges require rehabilitation in the next five years.

For the TMP a supplementary review was undertaken by a structural engineer and proposed a 'Structure Priority Number' approach which uses the information in the OSIM reports in a scoring system that provides an overall score based on numerous risk factors. This approach can help guide the municipality ensure that the highest-risk bridges with safety-related needs are prioritized. The Structure Priority approach has been adopted by other Ontario Municipalities. The technical memo is provided in Appendix H.

**Recommendation**

Adopt bridge rehabilitation strategy outlined in Appendix H.

#### Bridge Closure Strategy

The TMP acknowledges the challenges in maintaining the Municipality's numerous bridges in safe, working order. With current trends, Meaford will need to identify and close low-use bridges where viable alternative routing exists, as bridges become unsafe for public use. If this is necessary, this TMP recommends a transportation review of the impacts of these closures, considering detour distance of the alternative routes, viability of the alternative routes for heavy agricultural equipment and trucks and impacts on residents and businesses. Consultation with adjacent landowners should be included.

**Recommendation**

Undertake a more detailed assessment of potential bridge closures to evaluate impacts and risks, focusing on the criteria outlined above (e.g. detour distance, detour suitability for heavy vehicles, and other local impacts).



# 6 Implementation and Monitoring

## 6.1 Costs and Phasing

Cost estimates for TMP projects and programs were developed using MTO's Parametric Estimating Guide (2016) for road projects, and internal estimates for active transportation projects, studies, traffic calming, safety program, and other miscellaneous items.

Projects were assigned to the three TMP horizons by priority as identified in the supporting materials. A number of edits and customizations were made on the capital program, in order to spread costs as follows.

- The proposed east-west collector (road project 3) is a high-cost project due to a need for major re-grading along Side Road 10 and was placed in the 2031-2045 horizon.

- Rural collector and rural local road improvements were spread across the planning horizons on a yearly-cost basis.
- Sykes Street, Miller Street study, and Pearson Street / Ridge Road traffic studies, and recommended parking study, were all allocated to the 2021-2025 horizon and subsequent capital estimates allocated to the 2026-2030 horizon.
- Priority sidewalks and pedestrian crossovers were assumed to be constructed by 2030 and allocated evenly by 2021-2025 and 2026-2030.
- Road safety program and other projects including cycling, parking at trails, and other miscellaneous projects were allocated by year or by five-year period.

The proposed TMP capital plan is provided in Exhibit 6.1.

Exhibit 6.1: TMP Capital Program

| Project | 2021-2025 | 2026-2030 | 2031-2045 |
|---|---|---|---|
| **Rural Roads** | | | |
| 1 - Sideroad 8 & Concession Rd 2 N: Corridor upgrade and paving | | $2,019,000 | |
| 2 - Sideroad 22 & Concession Rd 6: Intersection maintenance | $5,000 | | |
| 3 - New East-West Collector | | | |
| Environmental Assessment | | $300,000 | |
| Side Road 4 From Blue Mountains to 7th Line | *completed | | |
| 7th Line from Side Road 4 to Side Road 10 | | | $1,073,000 |
| Side Road 10 from 7th Line to County Road 12 | | | $2,428,000 |
| 4-7 - Rural collector road improvements | $98,000 | $123,000 | $368,000 |
| Other - Rural local road improvements (paving) | $246,000 | $307,000 | $921,000 |
| **Urban Roads** | | | |
| 8 - Sykes St Traffic Operations Study | $50,000 | $200,000 | |
| 9 - Miller Street Cul-de-Sac Study and Implementation | $25,000 | $151,000 | |
| 10 - Pearson Street / Ridge Road - Study and Implementation | $30,000 | $1,000,000 | $1,500,000 |
| 11 - Sykes Street & St. Vincent St Intersection | | | |
| 12 - Sykes Street & Ford Ave | $7,000 | $50,000 | |
| 13 - Parking Study | $50,000 | | |
| 14 - Traffic Calming Aiken St & Grant Ave | $5,000 | | |

| Project | 2021-2025 | 2026-2030 | 2031-2045 |
|---|---|---|---|
| 15 - Traffic Calming Grandview Dr & Lakeshore Rd | $5,000 | | |
| **Cycling** | | | |
| Urban - Ridge Road | | *incl. in #10 | |
| Urban - Miller Street | | *incl. in #9 | |
| Rural Roads - Paved Loop | | *incl. in #1 | |
| Rural Roads 10 Side Road East of Grey Road 112 | | $466,805 | *incl. in #3 |
| **Pedestrian** | | | |
| Priority Sidewalks | $610,000 | $610,000 | |
| Remaining Sidewalk Gaps | | | $5,600,000 |
| Pedestrian Crossovers | $45,000 | $45,000 | |
| **Policies and Programs** | | | |
| Road Safety Program | $80,000 | $100,000 | $300,000 |
| Traffic Calming | | | |
| Community Safety Zones | | | |
| Speed Limits | | | |
| Stop Signs | | | |
| Cycling other - signage, bicycle parking, public information | $28,000 | $35,000 | $105,000 |
| Roads - parking at trails and tourism locations | $50,000 | $50,000 | $150,000 |
| Pedestrian / cycling - improved trail access, other trails | $50,000 | $50,000 | $150,000 |
| Speed enforcement / ASE (assume cost-neutral) | | | |
| **Total** | **$1,384,900** | **$5,507,000** | **$12,596,000** |
| **Cost / Year** | **$346,000** | **$1,101,000** | **$840,000** |

## 6.2 Affordability and Funding the TMP

The capital program identified in the TMP, to enable all recommendations by 2045, has a total cost of approximately $19.5 million dollars. The allocations of projects to the various time horizons split this amount to approximately $346,000 per year in the first four years (2021-2025), $1.1M per year in the next five years (2026-2030), and $840,000 per year in the remaining 15 years from 2031-2045.

Based on the total tax supported budget in 2021, the recommended $346,000 per year represents a 2.4% increase. Assuming budgets are consistent through to 2026, the $1.1M per year in medium-term horizon would represent and additional 5.1% increase. These figures are likely too high for the municipality to fund on its own, but these percentages do not account for funding from other levels of government and/or development charges. It is unlikely that the municipality would self-fund the larger projects, including the east-west collector road improvements (Side Road 10). Projects in the TMP may be candidates for other funding sources as well:

- Sykes Street improvements including the traffic study, parking study, and recommendations arising from those studies, could be partially funded through development charges.
- Grey Official Plan indicates support for sidewalks and Active Transportation network improvements.
- #CycleON – Ontario's active transportation strategy may produce funding availability;
- Canada National Active Transportation Strategy is currently undergoing consultation with municipalities for criteria and process to allocate up to $400M in funding
- Funding programs and initiatives from provincial and federal governments related to replacement of aging infrastructure, road, transit, and other transportation-related programs.
- Growth-related transportation projects can be fully or partially funded through development charges.

Funding sources such as these can alter the timing of projects. This TMP provides a project list including projects and initiatives that are ready to proceed pending funding availability, thus projects can be moved earlier if funding is available or deferred if not.

Given the above the TMP can be described as affordable for the next five years and requiring monitoring of funding sources during the next five years to proceed to implementation of some of the recommendations.

## 6.3 2025 Action Plan

The TMP provides a list of projects, policies, and initiatives for the municipality to pursue over the next 25 years. The TMP also shows that there are a number of lower-cost initiatives that can be undertaken in the short-term to support the vision and goals for transportation in Meaford. The proposed 2025 action plan is given by the following exhibit.

Exhibit 6.2: 2025 Action Plan

| No. | Action |
|---|---|
| 1 | Begin implementation of rural collector road improvements |
| 2 | Begin implementation of rural local road upgrades |
| 3 | Undertake a Sykes St traffic operations study |
| 4 | Undertake a Miller St cul-de-sac study and implement the directions from the study |
| 5 | Undertake a Pearson St / Ridge Rd traffic study and start the implementation of road improvements along the corridor |
| 6 | Work with the County on the Sykes St and St. Vincent St intersection |
| 7 | Implement soft traffic calming on Aiken St / Grant Ave and on Grandview Dr / Lakeshore Rd and on Ridge Rd / Pearson St as an interim measure |
| 8 | Start the construction of priority sidewalks |
| 9 | Build the first three pedestrian crossovers |
| 10 | Start the road safety program |
| 11 | Support cycling with funding for signage, bicycle parking, and public information |
| 12 | Support recreation walking and cycling with parking improvements at trail heads and at tourism locations |
| 13 | Review community safety zones and explore Automated Speed Enforcement (ASE) |
| 14 | Consider a 40 km/h default urban speed limit |
| 15 | Update by-laws to require developments to provide sidewalks and bicycle parking |
| 16 | Prioritize bridge maintenance and rehabilitation using industry best practices approach |

## 6.4 Monitoring Program and Future Updates

The Transportation Master Plan is a guide for Meaford to manage its transportation system over the coming years. It will be necessary to track progress of the Municipality towards the plan and update the plan over time to respond to changing conditions.

The action plan provides a list of items for Meaford to implement by 2025 and is therefore the starting point of the monitoring plan. Monitoring of safety will also come from the recommended safety program, which will collect and review collision data annually to identify location-specific issues and overall trends. Staff will also monitor population growth and developments compared to assumptions made in the TMP and consider updates if new developments or changes in development plans arise. Finally, demographic changes and technology changes should be monitored, and major changes flagged for inclusion in a TMP update.

Municipalities are required to consider an update of their transportation master plan at the time of official plan updates, which occurs every five years. Beyond five years, assumptions used in the TMP can start to vary from actual conditions. The TMP also forms the need and justification (Phases 1 and 2) of the Class EA process, and is considered valid for a period of 10 years.

The current TMP proposes a range of projects and policies to guide Meaford in managing its transportation system through the coming years, which is certain to contain significant changes in transportation. As time passes and items are crossed off the list, future update can re-examine needs and opportunities to support the Transportation Vision.



## Appendix A

# Existing Conditions

Municipality of Meaford

# Transportation Master Plan

July 2021

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# 1 Introduction

The Municipality of Meaford is developing its first comprehensive Transportation Master Plan (TMP). The TMP will be a strategic long-term plan guiding the management of transportation infrastructure and investment into improvements to operations and safety of all modes of travel and goods movement. The TMP is a plan for the future responding to changing demographics, growing tourism and seasonal traffic, aging infrastructure and associated costs, and increasing demand for safe walking, cycling, and recreational travel infrastructure.

## 1.1 About This Report

This report is the first step of the TMP study, establishing the existing conditions to which the TMP will respond. This report examines the current policy context, recent trends in travel demand, trends and forecasts in population and employment, the existing transportation system and natural and environmental features.

Documenting the existing conditions is an important step in the TMP as it provides a look at trends, issues, and needs across the transportation network. The content of this report provides an initial base for public and stakeholder consultation, to gather information of how the transportation system in Meaford is working, or not working, for residents, businesses and visitors. This report provides input into the next steps of the TMP study, Needs and Opportunities which explores future transportation conditions and further details the transportation needs, issues and opportunities, and Alternative Solutions, where potential solutions and strategies are developed and assessed. The study process is summarized in Exhibit 1.1.

Exhibit 1.1: Study Process




## 1.2 Meaford at a Glance

The Municipality of Meaford is a diverse economy with a combination of urban amenities and rural lifestyle that make it a great place to live, visit and do business. Meaford's historic downtown core and waterfront location generates high tourism travel, recreational trips, local business travel, and walking and cycling traffic. The downtown features entertainment options, retail, and a wide range of eateries and services. Situated on the shores of Georgian Bay, the municipality has access to and connections with many destinations along the lake and throughout the Niagara Escarpment. Rural Meaford provides natural and recreational destinations, an agricultural base, and destinations including apple orchards, wineries and cideries.

The Municipality of Meaford is one of nine lower-tier municipalities in Grey County. Situated on the southern shore of Georgian Bay, Meaford covers 589 $km^2$ of land and borders Owen Sound and Georgian Bluffs to the west, Chatsworth and Grey Highlands to the south, and The Blue Mountains to the east. Exhibit 1.2 presents basic demographic characteristics as of 2016.

The Municipality is comprised of urban Meaford, several other villages and communities including Annan, Bognor, Leith, Rockford and Woodford. The Municipality also contains the Land Force Central Training Area for the Canadian Forces (Department of National Defense Military Maneuver and Training Area) facility 5 km northwest of downtown Meaford. Exhibit 1.3 provides an overview of the geography of the Municipality of Meaford.

Exhibit 1.2: Demographic Characteristics (2016)

| Characteristic | |
|---|---|
| Permanent Residents | 10,991 |
| Private Dwellings | 5,590 |
| Private Dwellings Occupied by Usual Residents | 4,830 |
| Average Household Size | 2.2 |
| Land Area ($km^2$) | 588.57 |
| Population Density (per $km^2$) | 18.7 |
| Median Age | 53.0 |

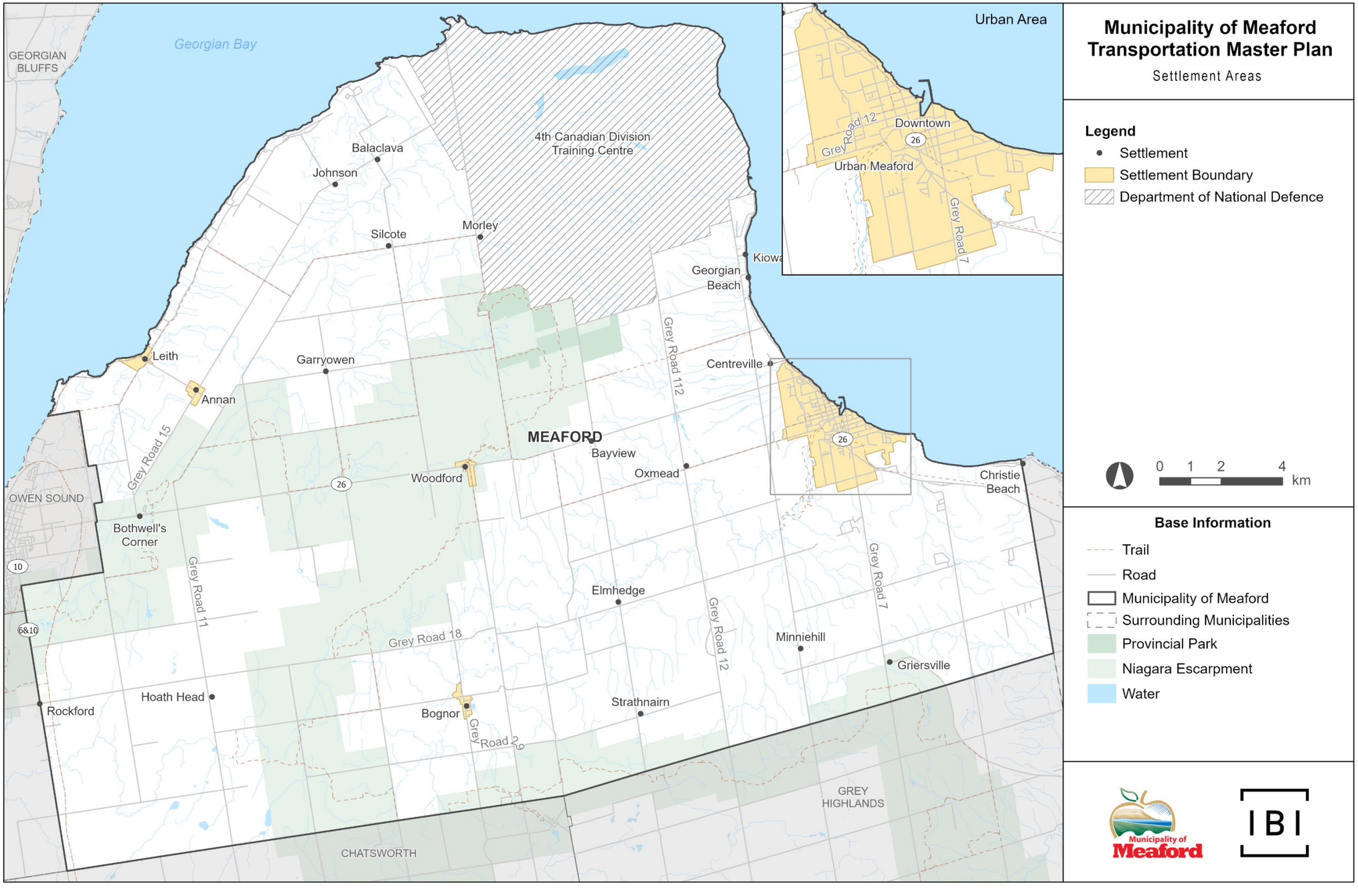
Source: Statistics Canada, 2016 Census of Population

Urban Meaford includes the Municipality's main public waterfront area, its urban main street (Sykes Street), several community and recreational facilities and a hospital. Forty-five percent[1] of Meaford's permanent population resides within urban Meaford. Residential built form in urban Meaford is predominantly comprised of detached homes, but townhomes and multi-family buildings are also present.

The rural areas of Meaford, which is home to 55% of the urban population, are predominantly agricultural lands, including cideries and wineries that draw interest from tourists. There are also several small rural settlements and natural areas including the Bayview Escarpment Provincial Natural Reserve, the Bognor Marsh Management area and segments of the Niagara Escarpment.

[1] Statistics Canada, 2016 Census of Population

Exhibit 1.3: Urban Area and Settlements in Meaford



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# 2 Planning Context

The Meaford TMP builds upon prior and current planning efforts within the Municipality, at Grey County and at the Province of Ontario. The TMP endeavors to be consistent with the goals and objectives put forward in previous plans, while adapting to the latest best practices, changing conditions and public interest.

Two key documents have a significant role in guiding the development of the Meaford TMP. These are Meaford's Official Plan and the Grey County Transportation Master Plan. These documents provide the foundation for the Meaford TMP as it builds off the strategic directions and infrastructure recommendations made in these documents.

## 2.1 Meaford Official Plan, 2014

The Meaford Official Plan (OP) provides goals, objectives and policies to guide the decision of public authorities and private interest for the next 20 years. The Plan, coupled with the Grey County Official Plan, guides the land use and development strategies within the municipal boundaries, and sets general infrastructure policy, including transportation. The Community Vision in the Official Plan is built around five key planning principles:

- Protect the natural environment;
- Conserve the Municipality's natural resources;
- Protect the character of developed and undeveloped areas;
- Direct growth and settlement to appropriate locations; and
- Encourage economic development.

Section A2.6 (Infrastructure) of the Official Plan presents the strategic objective of encouraging "**the establishment of an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking, cycling, other human-powered modes, automobiles and trucks**." This is one of the main drivers in the need for a comprehensive transportation master plan that considers all modes of travel, and the interactions between those modes. The OP further encourages "reductions in the use of private automobiles" through better land use panning and the development of more mobility options, including promoting active transportation, under Section A2.9 (Sustainable Development).

The link between land use and transportation planning is made explicit in the Official Plan in the objective to encourage density and built form that supports and enhances active and alternative modes of transportation. The TMP will need to build on this approach by ensuring infrastructure planning meets these objectives as Meaford grows and re-develops. Exhibit 2.1 and Exhibit 2.2

present the Meaford Official Plan land use concept (Schedule A and Schedule A-1).

Section D2.6 of the Official Plan describes the following active and alternative transportation objectives:

- To ensure a built environment that supports and encourages active transportation.
- To ensure that the design of new residential development provides convenient pedestrian access to schools, neighbourhood recreational facilities, shopping areas and employment areas.
- To recognize that public safety and security must be encouraged in the planning and design of sidewalks and walkways
- To ensure that that the design of transportation facilities considers the need to provide safe, convenient and attractive sidewalks and walkways.
- To design roads that ensure the safety of all users.
- To develop a connected system of regional trails and bike-friendly streets/lanes/paths to permit linkages between municipalities.

## 2.2 Grey County Transportation Master Plan, 2014

The Grey County Transportation Master Plan is a strategic plan directing policies and initiatives that shape the transportation system of Grey County. As Meaford is a lower-tier municipality in Grey County, the County TMP has significant influence on transportation policy at the local level. The Meaford TMP will need to be consistent with the overall direction and objectives within the Grey County TMP. Section 1.1 outlines the goals of the Grey County TMP:

- Create a vision for all modes of transportation in Grey County, with a particular focus on encouraging active transportation options (cycling, walking/running).
- Identify transportation network constraints and opportunities, as well as required infrastructure improvements/expansions to ensure the continued safe and efficient movement of people and goods to the year 2036.
- Ensure that the TMP is fully aligned with the County's vision and goals identified in the County Corporate Strategic Plan and other County plans/strategies.
- Establish solutions reflective of the present economic climate and future conditions.
- Coordinate and establish partnerships with public and private agencies.

Exhibit 2.1: Meaford Official Plan Land Use (Schedule A)

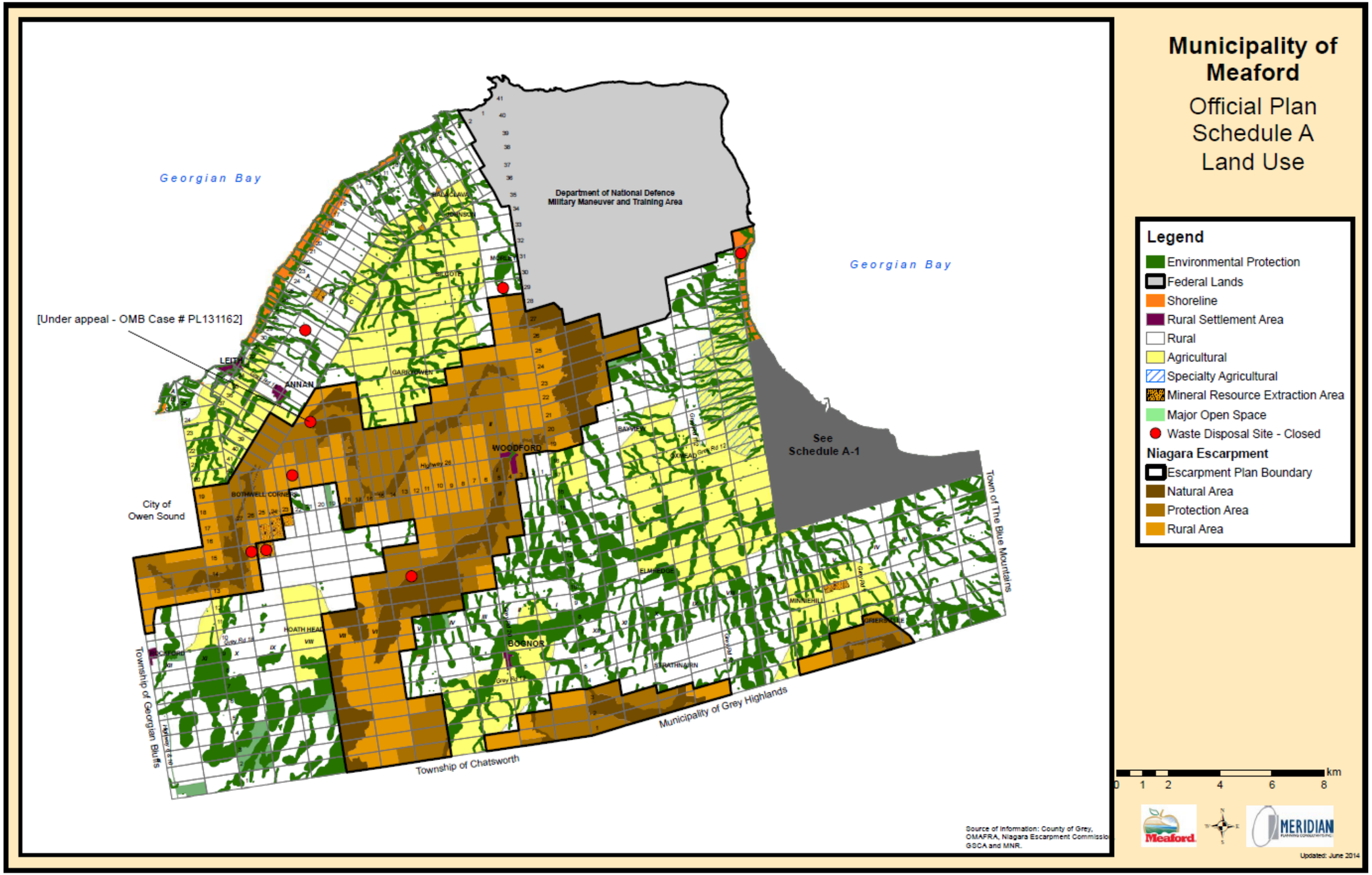
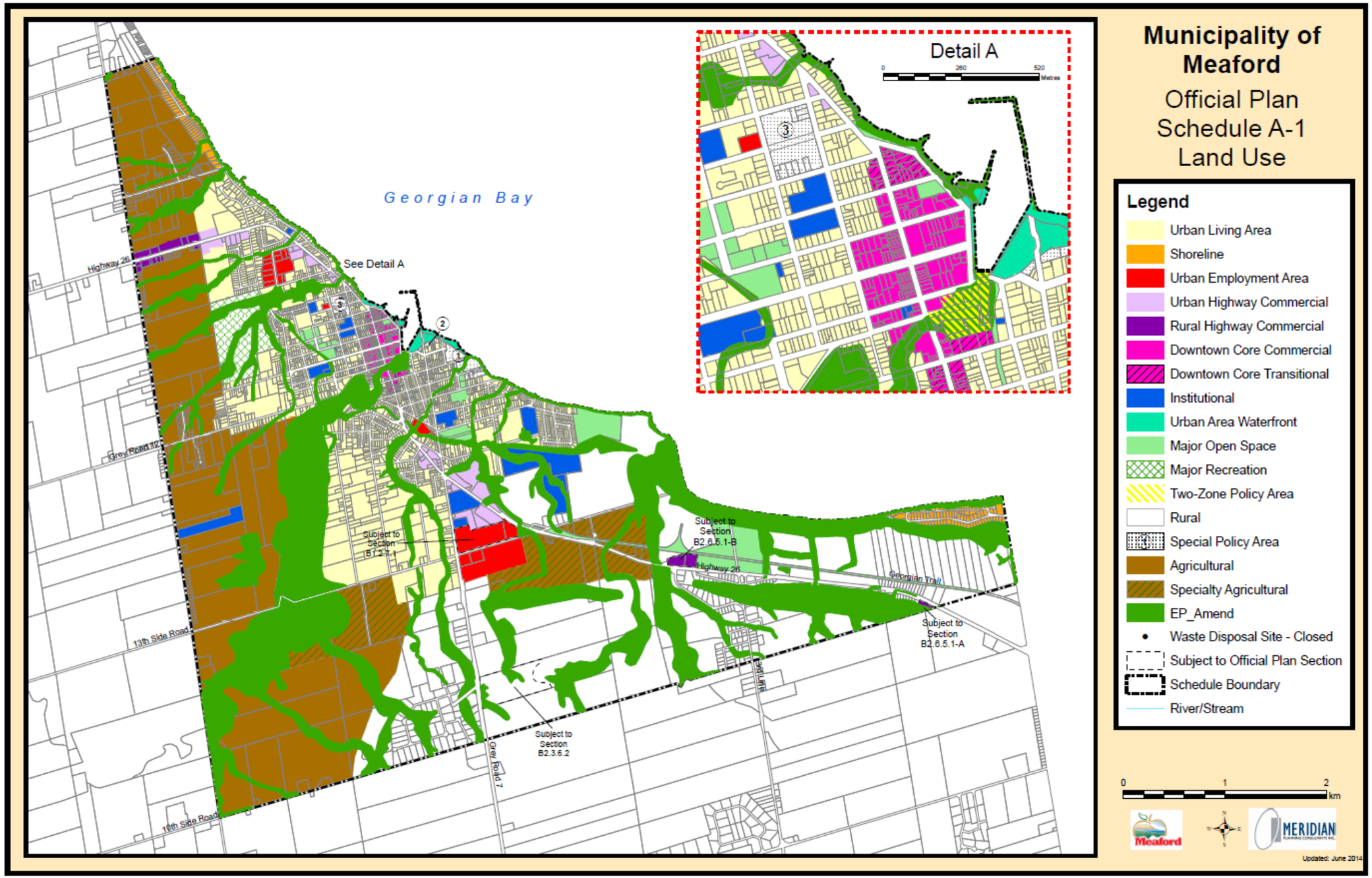


Exhibit 2.2: Meaford Official Plan Land Use (Schedule A-1)



The Grey County TMP provides recommendations for all modes of transportation and goods movement in the County. The Plan provides a Bridge Rationalization Strategy, Road Rationalization Strategy, Community Traffic Strategy, Transit Strategy and Active Transportation Strategy. The following provides an overview of each strategy's implications for Meaford that the TMP will build upon.

- **Road Rationalization Strategy –** Recommendations include the downloading of several county roads in Meaford, with various approaches to sharing the funding of operations and maintenance activities. A phasing plan for transferring roads to the municipalities was also provided.
- **Bridge Rationalization Strategy –** Recommendations include transferring a number of bridges to the municipalities based on the corridors identified in the Road Rationalization Study. Funding options were also explored.
- **Community Traffic Strategy –** Recommendations include that Grey County adopt a speed management program for transition zones for rural settlement areas along County roads and that a traffic calming policy and screening process be established.
- **Transit Strategy –** The TMP indicates overall support for transit and identifies the needs for transit services, particularly connecting rural areas. However, it acknowledges the County will not be a transit operator. Rather, it should act as a facilitator organizing and coordinating transit between its communities.
- **Active Transportation Strategy –** Recommendations include undertaking an Active Transportation Master Plan, focusing on accessibility for all ages and abilities, enhanced pedestrian design features and developing a connected network of cycling routes for both utility and recreation. The TMP notes that the "provision of active transportation infrastructure and facilities is the first step to achieving a more sustainable transportation network."

The overall direction of the Grey County TMP is that transportation systems in the County need to continue to evolve to be more inclusive of other modes. The Meaford TMP will build on this principle at the municipal level.

## 2.3 Other Municipal Plans and Policies

### Meaford Council's Strategic Priorities, 2019

The Meaford Council's Strategic Priorities guide Council's decision making and give direction to staff. The plan sets the vision of being "THE place to be on Southern Georgian Bay. To meet this vision, five strategic focus areas were set:

- Leading in Municipal Government

- Ensuring Sustainability
- Growing our Economy
- Investing in Infrastructure
- Strengthening our Community.

The Meaford TMP can forward goals relating to sustainability, economic growth, strengthening community and investing in infrastructure responsibly. These strategic focus areas will be integrated into the vision, goals and directions in the Needs and Opportunities component of the TMP.

### State of the Infrastructure Report – Roads, 2014 and Bridges and Culverts, 2016

The State of the Infrastructure Report includes the inspection of eligible infrastructure within the municipality – roads, bridges and culverts. It informs the long-term Asset Management Strategy and feeds into the capital budgeting process. The Roads report (2014) summarizes the road system survey conducted and identifies the condition of each road asset by its time of need and recommends maintenance, rehabilitation or reconstruction treatment. Condition ratings on paved road sections were updated in 2019 by StreetScan utilizing a Pavement Condition Index (PCI) as the rating system.

The Bridges and Culverts report confirms the ownership cost or replacement of 80 structures. The Council adopted Strategy #4 providing direction to maintain, rehabilitate or replace 70 structures and close or eliminate 9 structures within Meaford. In 2019, Council revisited this decision and endorsed Strategy #2, proposing to maintain 80 structures.

These two reports will inform the Meaford TMP to the timing and priority of infrastructure recommendations. They also underscore the need for a better co-ordinated approach to operations and maintenance and ensuring that infrastructure decisions take a life-cycle approach in the long-term planning phases.

### Meaford Waterfront Strategy & Master Plan, 2014

The Meaford Waterfront Strategy & Master Plan guides the development of the waterfront to enhance economic development through tourism and encouraging the establishment of new businesses. The Plan provides an analysis of business opportunity, identifies new tourism and new economic development opportunities. It works to enhance the connectivity between existing attractions, business communities, and the waterfront/trail system. It presents a conceptual design, policy and land use recommendations, an implementation plan and a funding strategy while encouraging private sector partnerships.

The Meaford TMP will provide the transportation support to achieve the plan, integrating with land use planning and exploring opportunities to improve multi-modal connections to the waterfront.

### Sustainable Meaford, 2012

Sustainable Meaford provides a summary of how sustainability initiatives will be implemented through respective policies and recommendations. Key goals of the Sustainable Meaford plan include to "develop an accessible, efficient, integrated, multi-modal transportation network," to "ensure Meaford's municipal transportation system is environmentally and economically responsible," and to "create a multi-modal transportation network which strongly supports active transportation and the ages and abilities of all residents to promote a healthy community."

Long-term sustainability is a key principle for development of the Meaford TMP. The TMP will seek to build upon the initiatives within Sustainable Meaford, aiming to meet the goals outlined above.

## 2.4 Other County Plans and Policies

### Grey County Official Plan, 2019

The Grey County Official Plan, Recolour Grey, is a long-term policy document that sets goals and objectives related to land use development within the County. Recolour Grey provides a set of policies to guide and manage every distinct land use within the County.

There is a focus on improving existing road infrastructure to ensure safety of users and how active and public transportation can be supported to become an attractive and viable choice of movement throughout the County.

Move Grey, Section 8 of the County's Official Plan, considers how people, goods and information move in and out of the County. Recognizing that motorized vehicles are essential for travel and understanding the need for transportation options. The Plan prescribes policies establishing a complete, multi-modal transportation system to improve and support the needs of residents, businesses and tourists.

The transportation policies outlined in the Grey County Official Plan help form the basis for the Meaford TMP's policy approach. The TMP will further the goals of providing more transportation choice and establish the multi-modal transportation system outlined at the municipal level.

### Grey County Cycling and Trails Master Plan, 2020

The Cycling and Trails Master Plan is a planning document that provides infrastructure improvements that guide future growth and development of on-road cycling and off-road trail opportunities. The Plan guides decisions regarding budgeting, communication and implementation of trails and cycling initiatives. The Plan proposes new paved shoulder routes and signed routes within Meaford. Excerpts from these recommendations are shown in Exhibit 2.3.

The Meaford TMP will incorporate the proposed active transportation facilities and seek to improve connections and safety in development new municipal-level infrastructure.

### Grey County Corporate Strategic Plan, 2017-2019

The Corporate Strategic Plan provides direction when setting priorities and delivering services for Grey County. Considering the changing needs of the community, the Plan outlines goals for delivering quality services. It focuses on enhanced rural transportation service, advocates for rural-friendly policies, transportation funding and implementing recommendations as outlined in the Grey County Transportation Master Plan.

Meaford TMP policies will be consistent with the vision and goals of the Strategic Plan, including the focus to strengthen rural transportation services.

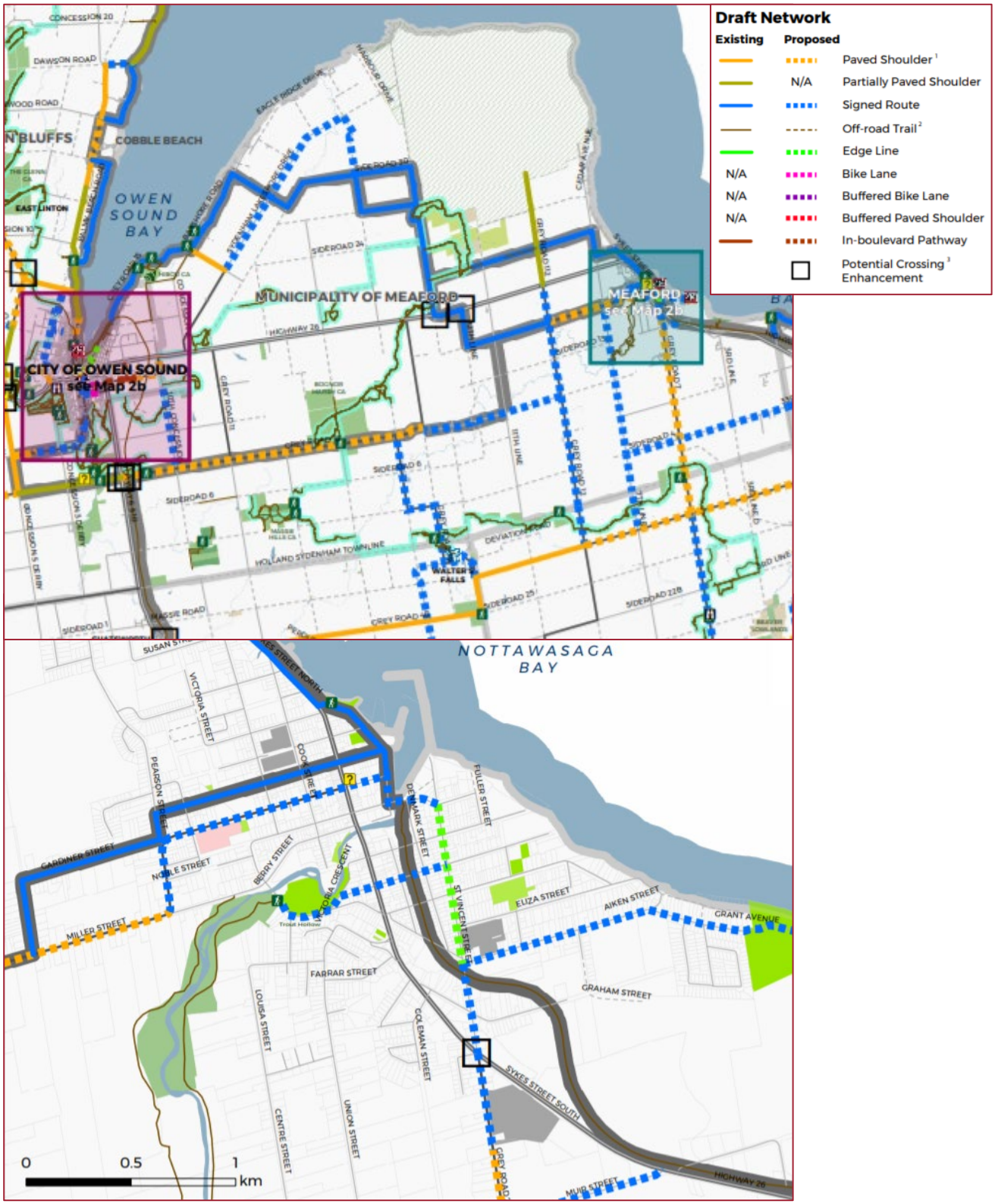
## 2.5 Provincial Plans and Policies

### Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS provides guidance for development and land use patterns, employment, housing, public space, infrastructure and public facilities, transportation, management of resources, and protection of public health and safety. An updated Provincial Policy Statement has been released, effective May 1, 2020. The update provides guidance in building healthier, safer communities, making life more affordable and creating more competitive business environment while protecting the environment

The Meaford TMP adheres to the policy direction contained within the Provincial Policy Statement. Policies established in the PPS include increased focus on transportation choices, active transportation, and planning streets for all users. The TMP will aim to expand transportation choices including walking, cycling, and transit, and develop and identify policies to improve mobility for all users and age groups.

Exhibit 2.3: Grey County Cycling and Trails Master Plan, Meaford Area




Source: Draft Grey County Cycling and Trails Master Plan (2020)

### #CycleON: Ontario's Cycling Strategy, 2013 and 2018 and Province-Wide Cycling Network Study, 2018

#CycleON is the Province's long-term strategy to promote cycling to people of all ages and abilities. Released in 2013, the Strategy and accompanying Action Plan 1.0 is based on a bold vision and ambitious goals with a targeted set of strategic directions intended to guide the development of policies, programs, and a Provincial network of cycling facilities to 2033. In 2018, a follow-up document was released, Action Plan 2.0.

The cycling strategy focuses on building healthy, active and prosperous communities, incentivizing the construction of cycling infrastructure, providing safer highways and streets, increasing awareness of cycling and recognizing the impacts of cycling tourism.

The 2018 Network Study proposes on-road facilities connecting the Georgian Trail to Owen Sound through downtown Meaford.

The development of Meaford's active transportation strategies will be informed by the Province's strategic framework, with the aim of creating a culture of active transportation in Meaford that welcomes people of all ages and abilities. The proposed network component will be integrated into the cycling network planning.

### Connecting the Southwest: Draft Transportation Plan for Southwest Ontario, 2020

The Transportation Plan for Southwest Ontario will navigate regional challenges and explore opportunities to build an integrated transportation system within the Province.

This plan is organized around the following goals to achieve the transportation vision for southwestern Ontario:

- Getting people moving and connecting communities
- Supporting a competitive open for business environment
- Improving safety
- Providing more choice and convenience
- Preparing for the future

The Plan considers all transportation modes and road network types, in addition to roads on First Nation reserves. A focus on the plan is in creating inter-community bus and rail connections, in addition to strengthening the provincial highway network.

The goals of the Plan overlap with potential goals for the Meaford TMP. As such, the Meaford TMP will attempt to recommendations for practical transportation improvements that will connect communities as envisioned in the Province's

plan by improving the road network, active transportation and accessibility within Meaford.

### Greenbelt Plan, 2017

The Greenbelt Plan serves to protect significant natural features, including the Niagara Escarpment, and important and productive farmland from unregulated development. The Greenbelt Plan provides a strategy and certainty about urban structure, where and how growth should be accommodated and what should be protected.

Part of Meaford is protected within the Greenbelt Area under the Niagara Escarpment Plan Area (see Exhibit 1.3). The Meaford TMP will adhere to this Plan.

### Niagara Escarpment Plan, 2017

The Niagara Escarpment Plan regulates land uses within the Niagara Escarpment Plan Area aiming to protect the Escarpment's geological features as well as the lands in its vicinity. Parts of Meaford are within the Niagara Escarpment Plan Area (see Exhibit 1.3), designated as Natural Areas, Protection Areas, Rural Areas, Mineral Extraction Areas, Open Parks and Space System and Minor Urban Centre.

The mandate to preserve the Niagara Escarpment will be adhered to in the planning of transportation infrastructure for the Meaford TMP.

# 3 Demographic and Transportation Trends

There are several important demographic and transportation trends that impact the development of the TMP. The following subsections highlights these trends.

## 3.1 The Population is Growing

Meaford has maintained a stable economy with good residential construction rates, indicating that the community continues to be an attractive and viable place to live. This is an important achievement as many rural municipalities in Canada struggle with declining population, while Meaford is stable and growing. Though younger people are moving to larger cities in search of education and jobs, Meaford counteracts this by being an attractive location for retirees to settle.

As of the 2016 Census, Meaford had a population of 10,991. The Grey County Growth Management Strategy (GMS) Update (2017) forecasts a permanent population of 12,180 in 2031, a growth rate of 9.8% over 15 years, or 0.65% per year. However, between 2006 and 2016 Meaford's population remained steady, with total growth of 43 residents over 10 years. Exhibit 3.1 shows the historical and forecasted population from 2006-2041.

Exhibit 3.1: Historical and Forecasted Population for the Municipality of Meaford

| Source | 2006 | 2011 | 2016 | 2021 | 2026 | 2031 | 2036 | 2041 |
|---|---|---|---|---|---|---|---|---|
| Census of Population | 10,948 | 11,100 | 10,991 | - | - | - | - | - |
| Grey County GMS (2017) | 11,300 | 11,360 | 11,250 | 11,530 | - | 12,180 | 12,440 | 12,650 |

Sources: Historical populations from Statistics Canada, Census of Population. Population forecasts from Grey County Growth Management Strategy Forecast and Land Supply Review and Update (2017).

While the Grey County Growth Management Strategy forecasts modest growth, there is potential for growth to exceed the forecasts over the 20 year planning horizon based on the number and size of projects in the early stages of development.

In the five year periods ending in 2006, 2011 and 2016, 305, 295 and 110 new residential units were completed. After a decline between 2011 and 2016, development activity has rebounded recently in Meaford.

According to planning staff, 78 new residential units were completed in 2018 and another 64 units in 2019. A further 111 residential units are under construction as of March 2020. Another 157 residential units and 128 long-term care beds expected to start construction later in 2020. Of note is a large development currently in the approvals phase, which proposes a mixed-use community of more than 1,000 residential units. It is anticipated that this development could

begin by 2023. Construction would be phased, contributing between 35 and 50 new units per year[2].

As with many communities in Ontario, the structure of Meaford's households are changing. Average household size has been decreasing, a phenomenon generally attributed to the aging population, in-migration of the older population and out-migration of younger adults. Exhibit 3.2 shows the average person per household from 2006 to 2016 for Meaford, Grey County and Ontario.

Exhibit 3.2: Average Persons per Household, 2006-2016

| Area | 2006 | 2011 | 2016 |
|---|---|---|---|
| Municipality of Meaford | 2.4 | 2.3 | 2.2 |
| Grey County | 2.4 | 2.4 | 2.3 |
| Ontario | 2.6 | 2.5 | 2.6 |

Source: Statistics Canada, Census of Population

The implication of shrinking household sizes is that new units being built will not be entirely devoted to new residents. Some portion of the existing residents will be re-organized into more units over time. There are also transportation implications of smaller household sizes. Generally, this results in more demand for travel as required trips such as buying groceries serve fewer people. There is also a decreased potential for carpooling among smaller households.

## 3.2 Meaford's Population Is Aging

Meaford is a desirable location for retirees and retirement-aged people constitute a growing share of the population. The median age in Meaford in 2016 was 53 years old, greater than Ontario as a whole, and somewhat higher than Grey County, as shown in Exhibit 3.3. The share of Meaford's population aged 60 and above has grown considerably over the last decade. The aging of this "baby boomer" population and the continued out-migration of younger cohorts in search of education, jobs and a more urban lifestyle have contributed to the aging of the population in Meaford. This trend is consistent with other rural communities. Exhibit 3.4 shows the aging trends across the Municipality of Meaford, Grey County, Ontario and Canada.

The Trends and Analysis Summary in the County of Grey Housing and Homelessness Plan 2014-2024 suggests, "Population growth has been relatively limited as a result of in-migration of older age-groups looking for affordable, small-town or rural communities in which to retire".

Growth in the aging population will have significant fiscal, service and policy implications towards planning for transportation. The senior population remains continuously active in their retirement and more reliant on alternative modes

[2] Developer Details Plans for Meaford Property, Bayshore Broadcasting, September 27, 2018 http://www.bayshorebroadcasting.ca/news_item.php?NewsID=104506

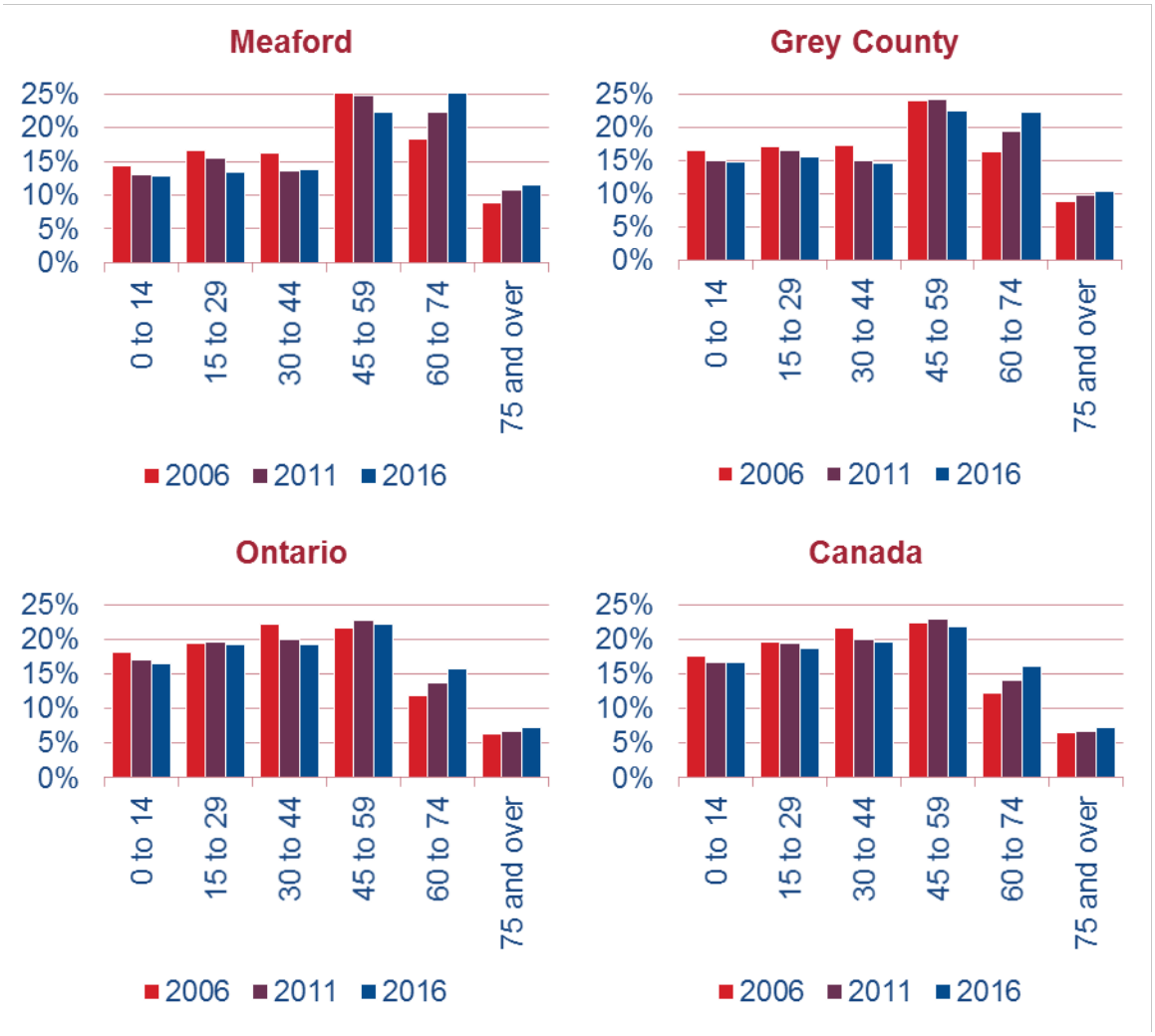
such as mobility services, cycling and walking for health and economic activities. The transportation network will have to respond accordingly.

Exhibit 3.3: Median Age, 2001-2016.

| Area | 2001 | 2006 | 2011 | 2016 |
|---|---|---|---|---|
| Municipality of Meaford | 47.2 | 46.7 | 50.4 | 53.0 |
| Grey County | 41.9 | 44.4 | 47.3 | 49.3 |
| Ontario | 37.2 | 39.0 | 40.4 | 41.3 |
| Canada | 37.6 | 39.5 | 40.6 | 41.2 |

Source: Statistics Canada, Census of Population

Exhibit 3.4: Comparison of Aging Trends by Age Group, 2006 to 2016




Source: Statistics Canada, Census of Population

## 3.3 Meaford Has a Large Seasonal Population

Fourteen percent of private dwellings in Meaford are not occupied by usual residents. This has been steady since 2006, as shown in Exhibit 3.5. These homes are either vacation or used on a seasonal or recreational basis. Meaford's seasonal variance is less than The Town of The Blue Mountains where nearly half of all private dwellings are not occupied by a usual resident, but at fourteen percent interim residents likely generate a significant uptake in travel demand combining with tourism to greatly increase traffic in summer months. TMP recommendations should consider that peak traffic may occur away from traditional weekday a.m. and p.m. peak hours and likely occurs during weekdays and weekend days in the summer.

Exhibit 3.5: Proportion of Total Housing Units Not Occupied by Usual Residents, 2001-2016

| Area | 2001 | 2006 | 2011 | 2016 |
|---|---|---|---|---|
| Municipality of Meaford | 7% | 14% | 13% | 14% |
| Grey County | 16% | 16% | 18% | 17% |

Source: Grey County Growth Management Strategy

## 3.4 Employment Rebounding, Expected to Grow

After a sharp decline between 2006 and 2011 associated with the economic downturn and loss of manufacturing, employment in Meaford has grown in each successive period through to 2016. The Grey County Growth Management Strategy Forecast and Land Supply Update (2017) forecasts adding 500 jobs between 2016 and 2041, as shown in Exhibit 3.6. This forecasted employment represents an average annual growth rate of 0.55%, slightly behind the 0.65% population growth rate and reflecting the increasing portion of retired residents.

Exhibit 3.6: Historical and Forecasted Employment

| Source | 2006 | 2011 | 2016 | 2021 | 2026 | 2031 | 2036 | 2041 |
|---|---|---|---|---|---|---|---|---|
| Grey County GMS | 3,680 | 3,330 | 3,420 | 3,560 | - | 3,660 | 3,780 | 3,920 |

Source: Historical data (2006-2016) and forecasts (2021-2041) from and Grey County Growth Management Strategy (GMS) Update (Forecast and Land Supply Update, 2017).

Major employment sectors in Meaford include agriculture, construction, tourism and professional services. The 4th Canadian Division Training Centre has over 600 soldiers in training on any given week[3].

The number and types of jobs in Meaford and surrounding areas will influence where people choose to locate. Attracting jobs to Meaford will also help attract new and younger residents to the community. Future jobs are anticipated to be different from those of the past. Over recent decades, manufacturing and trades

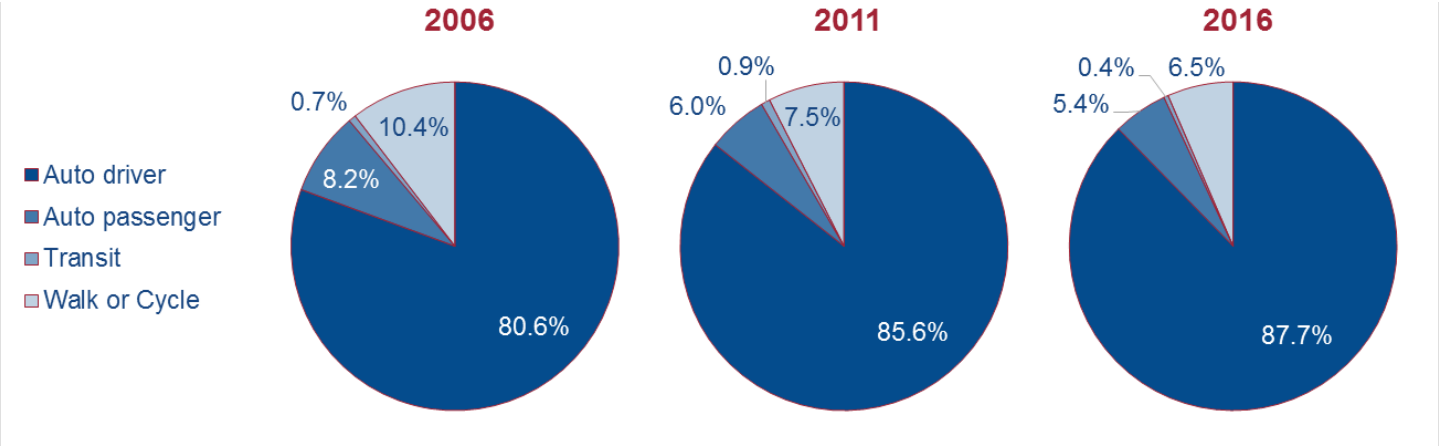
[3] Municipality of Meaford Community Profile, page 9

have declined. Under current trends a higher proportion of future jobs will be in sales, services and professional fields[4].

## 3.5 Most Employed Residents Commute by Driving Alone

Driving is the dominant mode of travel for all commuter trips in Meaford. Auto-based trips as a percentage of all trips have grown modestly since 2006, accounting for 89% of all commuting trips in 2006, 92% in 2011 and 93% in 2016. Exhibit 3.7 displays mode shares for all trip types in 2006, 2011 and 2016. Most recently, the 2016 Census Statistics shows that auto driver increased while auto passenger decreased, suggesting that more automobile trips were being taken alone. This may reflect the decreasing household size with fewer opportunities to carpool.

Exhibit 3.7: Journey to Work by Mode (2006-2016)




Source: Statistics Canada, Census of Population 2006 & 2016, NHS Profile 2011: Mode of Transportation

In 2016, 6.5% of Meaford residents' commute trips used active transportation (walking or cycling) for the primary mode of travel. This is a notable decrease since 2006 when 10.4% of commute trips were taken on foot or by bicycle. There is a significant difference in walking mode share between genders. Females commuted on foot at rates more than double that of males in 2016, both within urban Meaford and the entire Municipality of Meaford.

Transit mode share is very low at 0.4% in 2016, recognizing that the only transit available in Meaford prior to the 2016 Census is the specialized transit service.

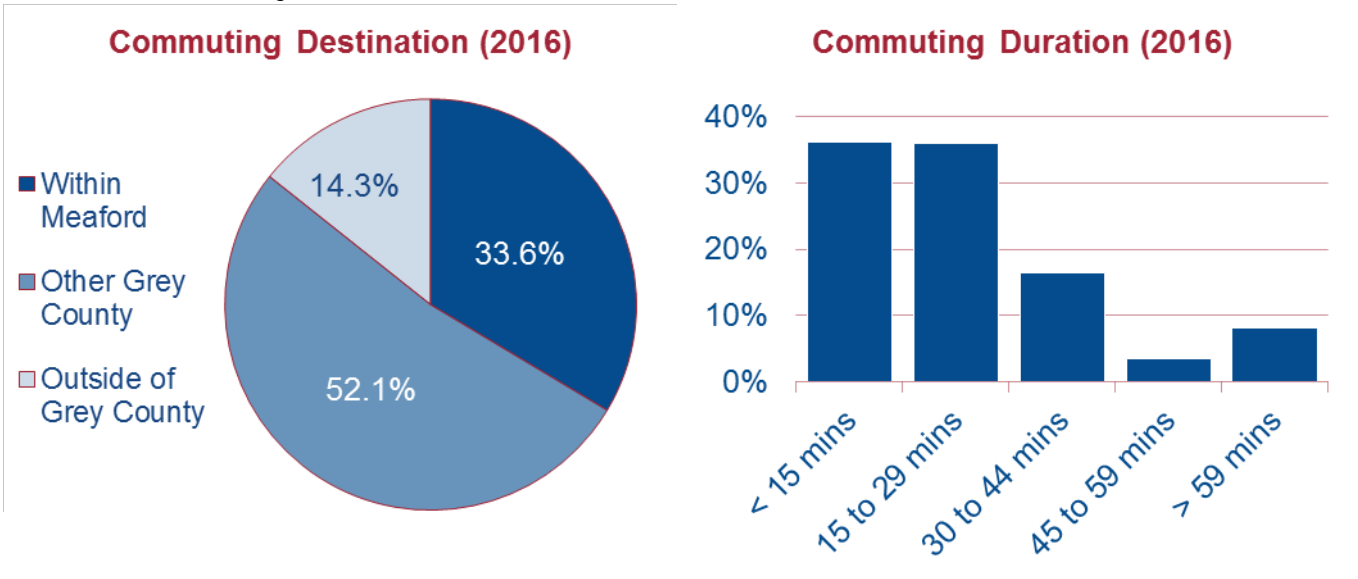
## 3.6 Residents Mostly Work in Neighbouring Municipalities

Two-thirds of residents commute outside of Meaford to reach their usual place of employment. As shown in Exhibit 3.8, 52% of commuting trips are to other parts of Grey County while 14% extend beyond Grey County. Owen Sound is the most common place of work for employed Meaford residents with a usual place

[4] Grey County Growth Management Strategy Update (2015), page 13

of work located outside of Meaford. 34% travel to Owen Sound for work[5]. The Town of the Blue Mountains is the next most common commute destination at 13%, where there are a significant number of tourism and service industry jobs. Despite predominantly leaving Meaford for employment, 72% of commuting trips are typically less than 30 minutes in duration. This is also shown in Exhibit 3.8.

Exhibit 3.8: Commuting Destination and Duration for Meaford Residents




Source: Statistics Canada, Census of Population (2016)

Since 2006, internal commuting trips (i.e. living and working in Meaford) have decreased by 17%, while commuting outside of the Municipality has increased, as shown in Exhibit 3.9. These trends likely reflect the economic changes since 2008 including the reduction in manufacturing and increase in the service-based economy.

Exhibit 3.9: Daily Commute Destination of Meaford Residents

| Commute Destination | 2006 | 2016 | 2006-2016 |
|---|---|---|---|
| Within Meaford | 1,580 | 1,315 | -17% |
| Other Grey County | 1,940 | 2,040 | 5% |
| Outside Grey County | 540 | 560 | 4% |
| **All Trips** | **4,060** | **3,915** | **-4%** |

Source: Statistics Canada 2006 & 2016: Commuting Destination

## 3.7 Agricultural Trends in Meaford

Agriculture is an important industry in Meaford. Much of the rural landscape in the Municipality is occupied by active agricultural operations. According to the 2016 Census of Agriculture, 301 farms operated within Meaford. One third of

[5] Statistics Canada, 2016 Census of Population, Statistics Canada Catalogue no. 98-400-X2016325.

these businesses were engaged in cattle ranching and farming, leaving two-thirds for grains, produce, and other production. Between 2011 and 2016, the total number of farms decreased by three (1%). There has been a general trend across Canada of farms getting bigger, individually. While total farm area has been relatively flat, since 1971, the number of agricultural operations has dropped by roughly one half[6]. With bigger areas, farmers are using the road network more frequently to move equipment.

The agricultural sector impacts the transportation system in two ways. First, farms must get their products to market, thus generate commercial vehicle trips. The Grey County Transportation Master Plan (2014) suggests that the County road system was developed to provide a "farm to market" connection, considering land use is predominantly rural and agriculture, this provided the farming population access to marketplaces in the urban areas[7]. However, truck movements were identified to not be a burden on the road network as they were seasonal and travelled on major routes on the way to the urban centres. In Meaford, municipal roads provide access to the farms not on the County road network.

Agricultural enterprises also use the road network to move equipment between plots of land. Typically, these are oversized and slow-moving vehicles. It has been noted anecdotally that agricultural equipment is trending larger and larger, changing how they interact with the road network and other vehicles. While heavy farm equipment can be a road hazard, generally, equipment movement is handled responsibly by farmers during daylight hours, avoiding busy roads where possible, and without undue delays to background traffic.

## 3.8 Tourism and Recreation Are Important Parts of the Economy and Transportation Landscape

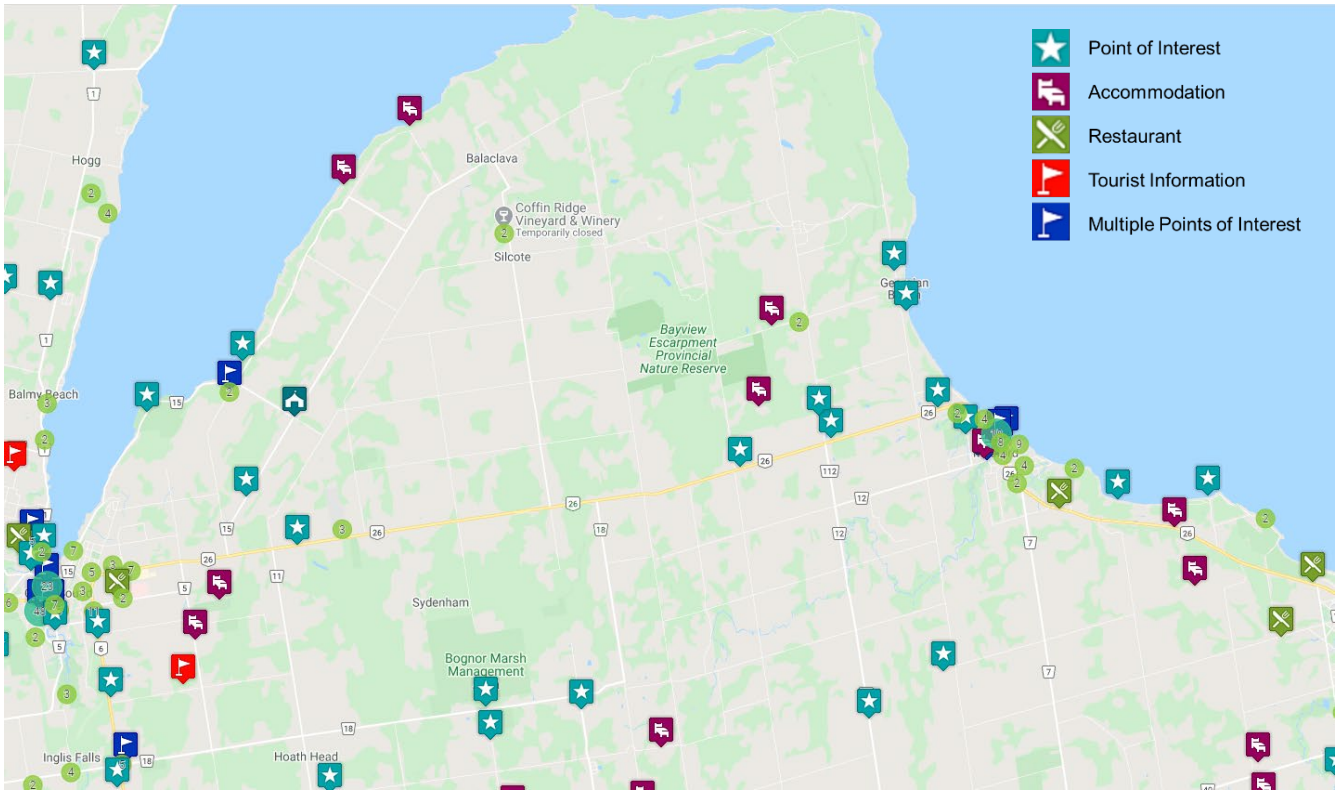
Tourism is an important economic generator in Meaford. The Municipality boasts significant arts and cultural attractions, outdoor adventures and activities for families. Meaford is also a popular destination for recreational tourism, where cyclists can take longer trips through the countryside, along the Grey County cycling routes, and walkers and hikers can explore the extensive trail network. Major tourist attractions include the waterfront and shoreline, museums, farmers markets, wineries, cideries, and other culturally-significant draws. Exhibit 3.10 shows the location of points of interest in Meaford and surrounding Grey County.

The transportation impacts of tourism will be considered over the course of the TMP study. A transportation system that works in co-ordination with local economic development and tourism goals will be necessary. The transportation system will also need to ensure recreational tourism is supported by safe and

[6] How much bigger are farms getting? Country Guide, April 3 2020. https://www.country-guide.ca/guide-business/how-much-bigger-are-farms-getting/
[7] Grey County Transportation Master Plan (2014), page 23

comfortable cycling routes and convenient access to off-road trails and other points of interest.

Exhibit 3.10: Tourist Points of Interest in Meaford




Source: Grey County Tourism (visitgrey.ca) and Google Maps

# 4 Existing Transportation System Overview

## 4.1 Road Network

### Existing Network

Meaford's road network is comprised of provincial highways, county roads, municipal roads and private roads. All roads are two-lane cross-sections, except for a segment of Highway 26 and Sykes Street as it approaches urban Meaford from the south with a three-lane cross-section. Exhibit 4.1 details the lengths of the existing road network and Exhibit 4.2 shows the road network in Meaford by jurisdiction and surface type.

Exhibit 4.1: Summary of Roads in Meaford

| Jurisdiction | Paved | Unpaved | Total |
|---|---|---|---|
| Province of Ontario | 39 km | - | 39 km |
| Grey County | 73 km | - | 73 km |
| Municipality of Meaford | 208 km | 182 km | 390 km |
| Private Roads | 1 km | 5 km | 6 km |

Source: The Municipality of Meaford GIS database

Two provincial highways function as the main arterials through Meaford. Highway 26 connects Meaford to the City of Owen Sound to the west, to the Town of the Blue Mountains to the southeast which connects further to Barrie and Highway 400. Highway 26 is an undivided two-lane road, with a posted speed of 80 km/h, which is reduced to 50 km/h within the urban area. Through the urban core of Meaford, Highway 26 becomes Sykes Street and is the responsibility of the Municipality. Funding, however, is provided through the Province's Connecting Link[8] program.

Provincial Highway 6 & 10 runs north-south along the western border of Meaford. The highway connects Owen Sound to Port Dover via Guelph, Hamilton and other smaller towns. Through the study area, Highway 6 & 10 is an undivided two-lane road, with a posted speed of 80 km/h.

County roads function as Meaford's arterial roads, generally intended for longer distance regional travel. Six corridors are identified as county roads and are maintained by Grey County. These are numbered as County Roads 7, 11, 12, 15, 18 and 112.

Meaford is responsible for the majority of the roads within its borders. There is no further classification system to distinguish municipal roads. Meaford's roads generally function either as urban or rural local streets providing connections

[8] Ministry of Transportation Ontario, Connecting Links http://www.mto.gov.on.ca/english/highway-bridges/connecting-links.shtml

between homes, businesses and farms back to the County and Provincial road networks.

Finally, there are a number of private roads in Meaford. These are owned and maintained by individuals, groups of property owners, or businesses. These roads are found in private developments, waterfronts or cottage areas and are generally constructed to the Municipal standard.

Traffic volumes are typically expressed in terms of vehicles per day (average annual daily traffic – AADT) or vehicles per hour during peak hours. Sykes Street is the busiest street in the Municipality, as it performs a dual role, catering to longer-distance regional travel as well as forming the urban area's traditional main street. Available data shows that traffic on Sykes Street reaches as high as 11,500 vehicles per day (AADT), south of the urban core.

Exhibit 4.3 shows the average annual daily traffic volumes on Meaford's road network. The traffic counts were conducted by the municipality in 2019. Most roadways in the urban core of Meaford have AADT volumes less than 1,200 vehicles, translating to a peak hour of approximately 120 vehicles per hour[9]. Given the low observed AADT volumes, the overall urban transportation network in Meaford is expected to be operating well, although there may be certain areas with localized traffic congestion or operational issues, typically at intersections.

There are a number of needs and issues for the road network to consider in the Transportation Master Plan, as gathered through initial investigations and consultation with stakeholders and the public. These include addressing localized congestion in the urban area, addressing speeding and road safety issues, accommodating agricultural vehicles, and addressing operational and safety issues at certain intersections.

Maintaining the existing road network is also a concern for Meaford. The roads in poor condition will require significant investment to rehabilitate or rebuild and ongoing maintenance is required to extend the life of the roads in better condition. Exhibit 4.4 highlights roads in Meaford with a Pavement Condition Index under 40, indicating they are in very poor or serious condition. Segments that are scheduled for improvements in 2020 have been highlighted.

## Bridges and Large Span Culverts

There are 87 structures in Meaford within the roads and trail networks. Meaford wholly owns 79 of the structures and co-owns one more with Grey Highlands (50% share). Seven structures are owned by Grey County.

Three bridges were closed in 2016. Later in 2016, a State of the Infrastructure report was produced which recommended the closure of six additional structures. However, Municipal Council decided that it would attempt to replace or remediate these structures rather than remove them.

[9] A k-factor of 10% (rule-of-thumb) was applied to the AADT to estimate peak hour volumes in a suburban area.

As more bridges are reaching the end of their lifespan, they will require rehabilitation or replacement in order to avoid closure. These represent a significant expense for the Municipality and are at risk of consuming available funds and requiring debt financing.

### Parking

On-street and off-street parking is provided in the Downtown Core Commercial Area. There are two municipal parking lots accounting for 117 parking spaces including 2 accessible spaces. There are also 205 on-street spaces, including 6 accessible spaces.

## 4.2 Active Transportation

### Walking

Meaford has 25 km of sidewalks, covering much of the downtown area within urban Meaford, as shown in Exhibit 4.5. A number of roads in urban Meaford lack sidewalks. This can present a challenge, particularly for people with reduced mobility. Walking accounts for 10.7% of residents' journeys to work for residents living within the Meaford urban area.

### Cycling

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. 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.

### Recreational Walking and Cycling

Grey County is a popular road cycling destination in Ontario. Great scenery, quiet country roads, low traffic volume, access to services and convenient starting points make Grey County conducive to recreational cycling. Grey County publishes a cycling guide highlighting the key on-road cycling routes and major multi-use trail corridors. The following Grey County cycling routes are within or pass through Meaford: Georgian Trail, Meaford Loop, Great Lakes Waterfront Trail, Tom Thomson Trail, and Balaclava.

Exhibit 4.6 shows Grey County cycling routes and trails in Meaford.

The Bruce Trail also passes through Meaford. It is intended to be a hiking and walking trail only. The Bruce Trail roughly follows the Niagara Escarpment between the Bruce Peninsula and the Niagara River near Queenston in Niagara Region. The main trail covers approximately 890 km.

Exhibit 4.2: Meaford Road Network by Jurisdiction and Surface Type

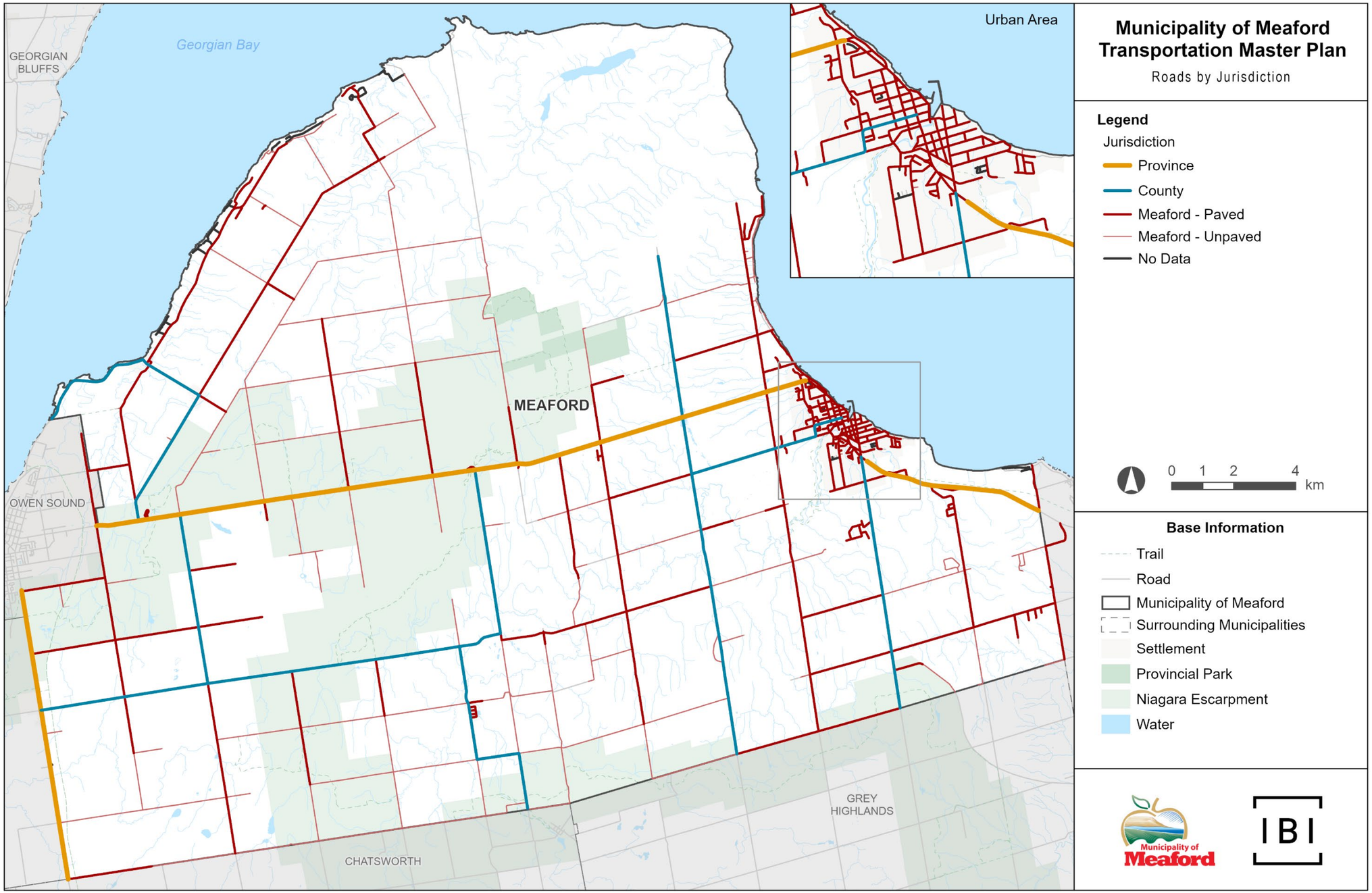


Exhibit 4.3: Average Annual Daily Traffic Volumes in Meaford (2019)

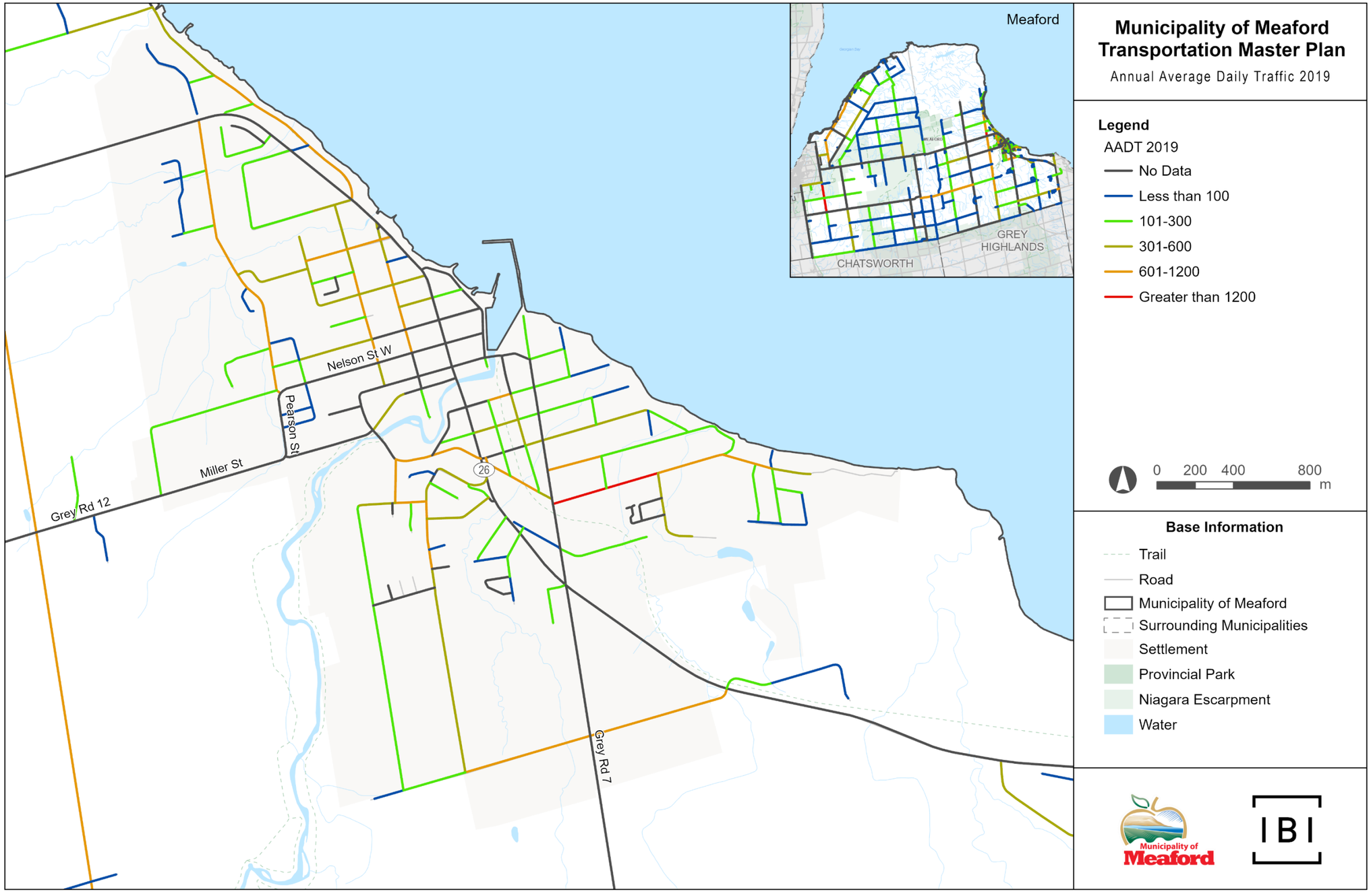


Exhibit 4.4: Roads in Meaford in Very Poor or Serious Condition

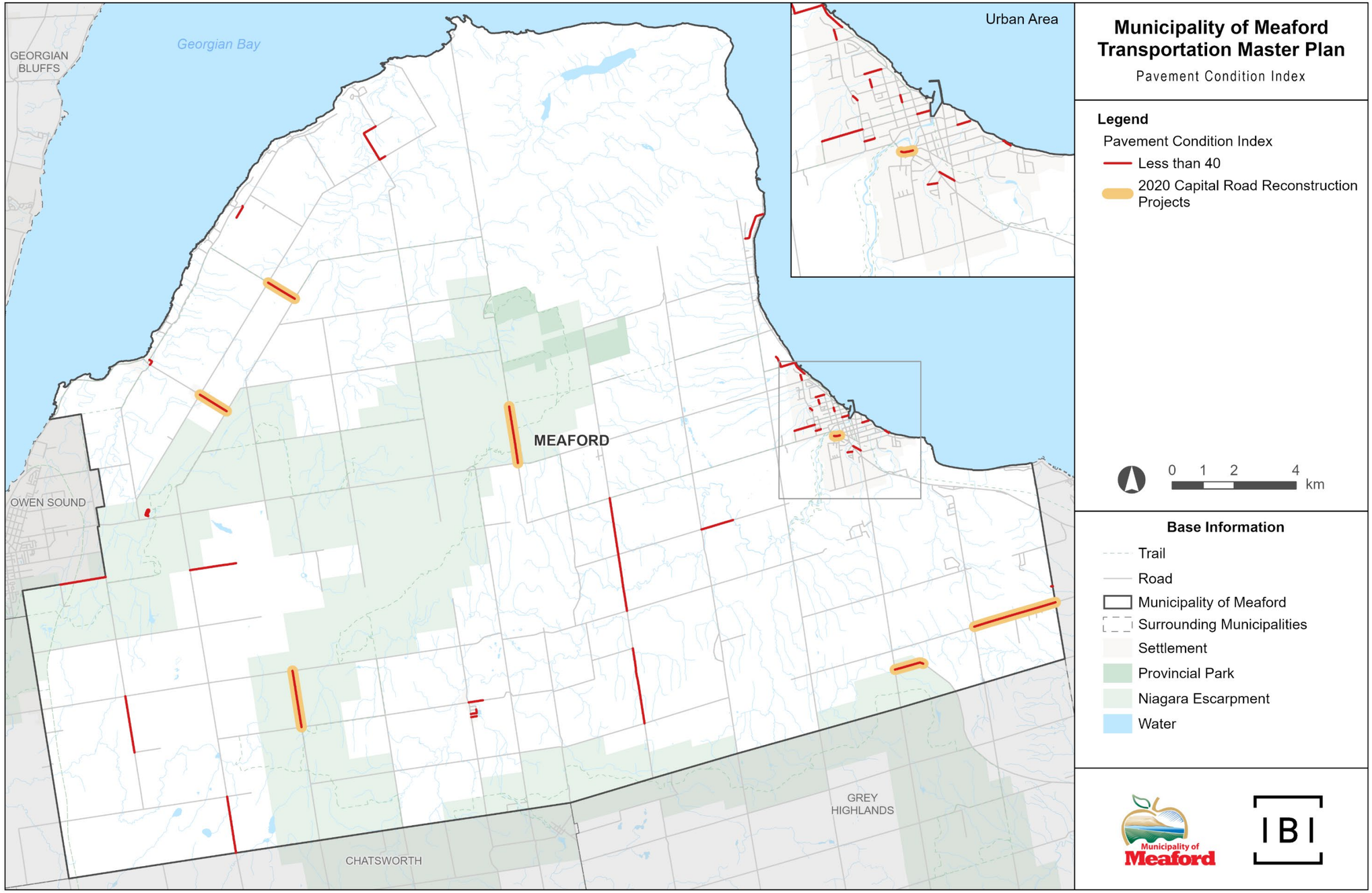


Exhibit 4.5: Sidewalks in Meaford

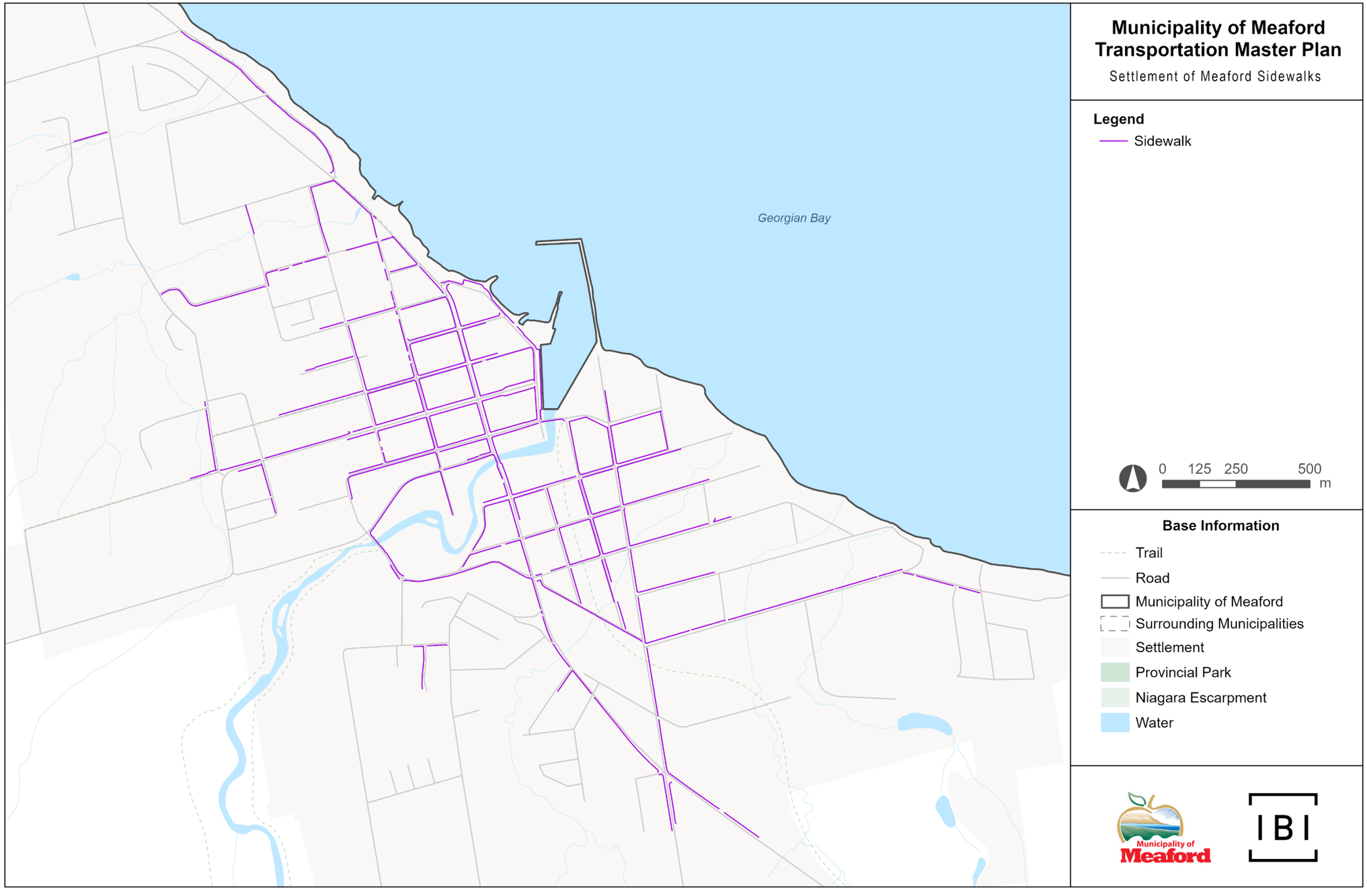
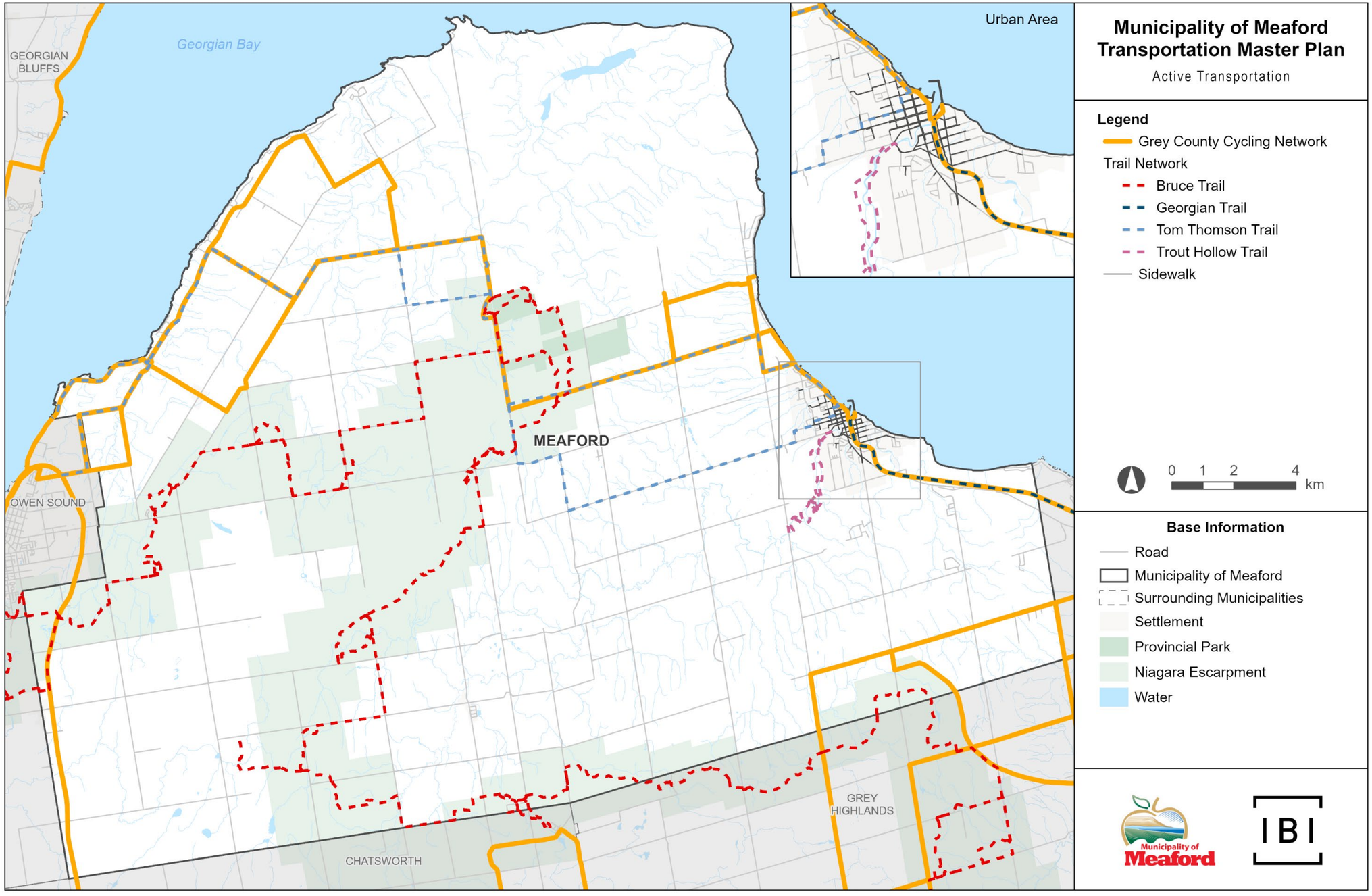


Exhibit 4.6: Existing Active Transportation Routes and Trails in Meaford



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## 4.3 Public Transit

### Conventional Transit Pilot

From October 2016 to June 2019, Meaford ran a pilot conventional transit system. The ridership in 2017 and 2018 was below 1.25 riders per hour[10]. Fares were reduced from $4 to $2 within 6 months into the pilot, but ridership did not increase. The program was cancelled in 2019 due to low ridership, heavy subsidization, and eventual replacement of the service van being used to continue the program.

### Specialized Transit

Meaford Move+ is the municipality's door-to-door bus (Specialized Transit Service) service eligible to disabled residents, offered by the Municipality of Meaford and operated by a contracted service provider.

### Grey County Rural Transportation Pilot

Grey County received funding to develop and coordinate rural transportation for residents. Partnering with Home and Community Support Services of Grey-Bruce, Grey launched a Rural Transportation Pilot, Movin'GB in 2015. It was eligible to seniors and people living with disability in underserviced areas including Meaford. The program has since been cancelled, March 2018.

### Future Transit Service in Meaford and Grey County

Currently, Grey County is petitioning to launch Grey Transit Route (GTR) which will act as the regions Coordinated Rural Transportation. It is expected that service will launch in 2020. One route is expected to follow Highway 26 and Sykes Street between Owen Sound and The Blue Mountains, passing through rural and urban Meaford. An additional route is expected on Highway 6 & 10 between Owen Sound and Orangeville, travelling along Meaford's western border.

Transit can play an import role in sustainable mobility. Transit of various types including the proposed GTR and other on-demand services will be explored further in the TMP.

## 4.4 Other Motorized Transportation

ATVs can be operated in Meaford. The Meaford Off-Road Vehicles By-Law permits "Off-Road Vehicles to be driven on most roadways under the jurisdiction of the Municipality of Meaford as regulated in accordance with Ontario

[10] Owen Sound Sun Times, Meaford Ends Transit Pilot (June 2019)
https://www.owensoundsuntimes.com/news/local-news/meaford-ends-transit-pilot

Regulation 316/03." In the winter, snowmobiling is a popular activity, utilizing many of the regional trails (where permitted).

## 4.5 Harbour

The Meaford harbour primarily includes recreational and passive marine operations. The Department of Fisheries and Oceans categorizes Meaford harbour as a small craft recreation harbour. Meaford has a harbour master plan (Waterfront Strategy & Master Plan) that directs the future development of harbour and waterfront areas. Ongoing development in these areas is intended to include mixed uses which ultimately aims to increase economic activity and make the harbour a destination for residents and tourists.

# 5 Natural and Environmental Features

This section documents natural and environmental features of the Municipality. These features play a role in transportation in that they are existing tourism and recreational destinations, they have potential for increased tourism or economic development of appropriate types and are protected areas where impacts of any recommendations of the TMP are to be avoided or minimized.

## 5.1 Overview

Meaford's environmental and topographical features include the "Georgian Bay shoreline, the Niagara Escarpment, the Meaford Harbour, the Big Head River and its tributaries, the Bruce and Georgian trails and the large forest tracts, valley lands, smaller woodlots and wetland areas that support diverse wildlife and plant communities.[11]" These features contribute to Meaford's identity and environmental heritage. As such an underlying principle within the Meaford Official Plan is that the protection of these environmental features takes precedence over development.

Meaford is under the jurisdiction of Grey Sauble Conservation Authority, managing 28,995 acres in the Grey-Bruce County area. Exhibit 5.1 highlights the key environmental and resource features in the Municipality of Meaford.

Provincially-significant Areas of Natural and Scientific Interest (ANSI) are identified in the Municipality of Meaford by the Ministry of Resources (MNR). Two types of ANSIs are identified: Earth Science and Life Science. Earth Science ANSIs are geological in nature and consist of significant representative examples of bedrock, fossils, and landforms in Ontario. Life Science ANSIs are significantly representative areas of Ontario's biodiversity and natural landscapes. ANSIs in Meaford are protected under the Environmental Protection designation (Meaford Official Plan policies, B3.1 Environmental Protection & Natural Function) and should be considered when developing adjacent to these areas.

Meaford also consists of areas of Karst Topography. These are landscapes shaped by the dissolving of water on carbonate bedrock, further characterized by sinkholes and caves. Grey County Official Plan (2.8.5 Special Policy Area) and Meaford Official Plan (C14 Karst Topography) outline development constraint overlays that corresponds with areas of potential Karst Topography. Where a Planning Act approval is required an investigation of the potential impacts of the development on the surface and groundwater supply are required[12].

Other significant environmental and resource areas of interest include:

[11] Meaford Official Plan (2014), page 8
[12] Meaford Official Plan (2014), page 122

- **Potential Aggregate Resource Areas:** Identified in Meaford to protect significant areas of mineral aggregate resources. The Meaford Official Plan states protection of known high quality resources shall take precedence over extraction and development.
- **Wetlands:** Seasonal or permanent lands covered by shallow water. Development shall not be permitted on and adjacent to provincially significant wetlands unless the use has been evaluated and can demonstrate that there is no negative impact on the natural features or ecological function. All wetlands of Meaford are protected under the Environmental Protection designation within the Meaford Official Plan.
- **Significant Woodlands Areas:** All significant woodlands are protected under Significant Woodlands policy in the Meaford Official Plan.
- **Intake Protection Zones**: The area of water, surface water and land around a municipal intake pipe which contributes to Meaford's source of clean drinking water. The area indicated as the municipal Intake Protection Zone (IPZ) is protected as a special protection area because of its susceptibility to contamination to source water.

## 5.2 Niagara Escarpment

The Niagara Escarpment is a landform feature and ecological area of the Municipality of Meaford. The preservation of the Niagara Escarpment Natural Area falls under the Niagara Escarpment Plan. The Plan provides for the maintenance of the escarpment lands and surrounding area, and ensures development is compatible with the natural environment. The Meaford Official Plan outlines policies for development within the Niagara Escarpment Plan Area, however, the Niagara Escarpment Plan will take precedence over all local planning documents. The Rural Settlement Area of Woodford is located within the Niagara Escarpment Plan area and is designated as a Minor Urban Centre.

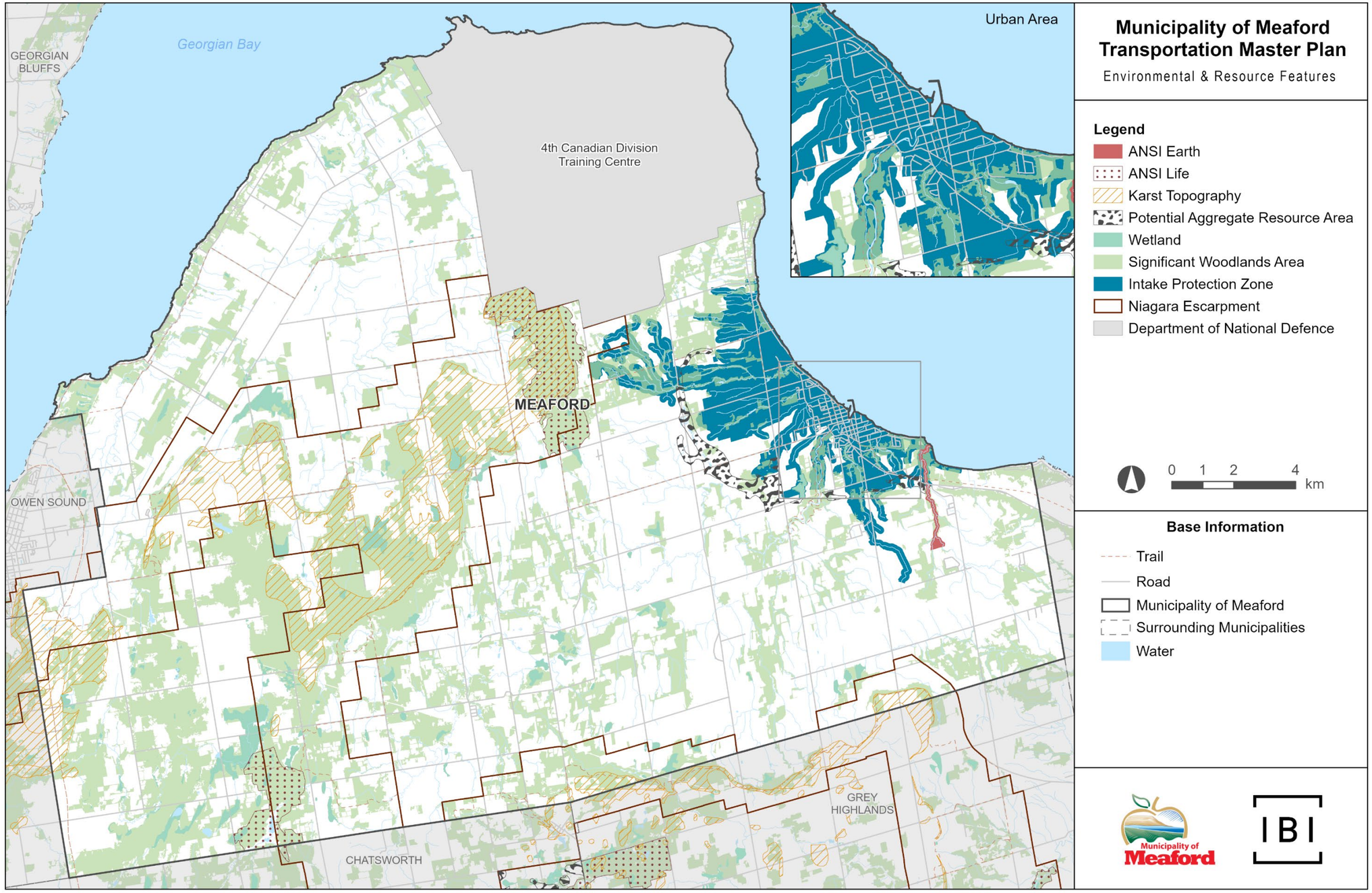
## 5.3 Bayview Escarpment Provincial Nature Reserve

This 439-hectare Provincial Nature Reserve is managed by Ontario Parks and borders the Department of National Defense lands to the northeast. The park is located within the Niagara Escarpment Planning Area and is included in the Niagara Escarpment Parks and Open Space System as a Natural Reserve.

Current recreational uses permitted in the reserve include hiking, cross-country skiing, and snowboarding. The Nature Reserve is best suited for viewing nature at several viewpoints. All-terrain vehicles have become a concern after causing some damage to the area.

The Bayview Escarpment Provincial Natural Reserve is part of the Provincially Significant Life Science ANSI which protects several important ecological functions including groundwater discharge, watershed, swamp, natural corridor and forest interior (hardwood forest), and numerous rare vascular plant species. The reserve also contains Regionally Significant Earth Science features

Exhibit 5.1: Environmental and Resource Features in Meaford



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# 6 Summary and Next Steps

The information contained within this document forms the first steps of the Meaford Transportation Master Plan study. Several topic areas, and issues were identified and discussed, to be brought forward to the Needs and Opportunities report for further analysis

- Meaford is growing – several developments are planned within urban Meaford that will generate new traffic. Tourism is also growing, and connections to destinations may require improvements, upgrades, or rehabilitation.
- There is demand and interest in safe and comfortable walking and cycling facilities. Filling in gaps in the sidewalk network, and new cycling connections and infrastructure need to be considered.
- Meaford's population is aging as the Municipality attracts retirees and young people depart for post-secondary education. Aging populations are more reliant on modes other than driving. Improving mobility choices, including transit and active transportation should be explored.
- Many roads and bridges need to be repaired. The TMP should explore strategies that will support the development of the Municipality's Level of Service for its road network and to ensure the required investment to maintain its current network while encouraging sustainable growth.
- Several intersections and roads have geometric or safety concerns. The TMP should explore policies and programs to assess and fix trouble spots.

The background information and initial investigation into Meaford’s transportation needs will be captured in the TMPs vision and goals, including the need for improving efficiency, supporting alternative travel modes, and improving safety.

Building on the existing conditions documentation, further analysis will be undertaken and, in conjunction with public and stakeholder consultation, issues, needs and opportunities will be identified. A vision for the future of Meaford’s transportation system with supporting goals and directions will also be developed. These tasks are detailed in the Needs and Opportunities Report.



## Appendix B

# Needs and Opportunities

Municipality of Meaford

# Transportation Master Plan

July 2021

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# 1 Introduction

The Municipality of Meaford is developing its first Transportation Master Plan (TMP). The TMP will be a strategic long-term plan guiding the management of transportation infrastructure and investment into improvements to operations and safety of all modes of travel and goods movement. The TMP is a plan for responding to changing demographics, growing tourism and seasonal traffic, aging infrastructure and associated costs, and increasing demand for safe walking, cycling, and recreational travel infrastructure.

## 1.1 About This Report

This Needs and Opportunities report identifies a wide range of policies, infrastructure investments, and programs under consideration for the TMP. These address the issues and trends identified in the Existing Conditions report, through public and stakeholder consultation, plus a look at the future needs to 2045. Measures will be further refined in the upcoming Alternative Solutions report for incorporation into the Final TMP. The study process is summarized in Exhibit 1.1.

Exhibit 1.1: Study Process




This report documents the following:

- **The TMP's vision, goals and directions -** the process and inputs involved in developing and finalizing the study's vision statement, explicit goals and supporting directions.
- **Future conditions –** an assessment of the future state of transportation in Meaford to the planning horizon of 2045.
- **Needs and opportunities –** an initial identification of Meaford's transportation needs and potential infrastructure projects, policies and other strategies to address these needs.
- **Planning solutions –** strategic alternatives building on the needs assessment to address the vision, goals and directions.

The planning solutions identified in this report, and the projects and policies within the solutions, will be evaluated and refined in the Alternative Solutions report to form the recommendations of the TMP.

# 2 Vision, Goals and Directions

## 2.1 What is a Vision Statement?

A TMP's vision statement presents, at a high level, the desired future state of the Municipality's transportation system. The vision helps to shape the direction of the plan, in that recommendations and strategies are developed to support the vision. The plan will provide the Municipality a tool to build towards the vision in incremental progression over the coming years.

## 2.2 Policy Context

The vision and goals were developed in an iterative and collaborative process. The initial draft was developed by building from previous plans and policies at the municipal and the county levels, including:

- Meaford TMP Request for Proposal,
- Meaford Official Plan,
- Meaford Council Strategic Priorities 2019-2022,
- Sustainable Meaford,
- Grey County Official Plan,
- Grey County Transportation Master Plan, and
- Grey County Council Strategic Plan 2017-2019.

The key directions embedded in these previous studies provided a starting point and represented previous efforts to determine the public's vision for Meaford's future. Excerpts from these documents, as they relate to transportation planning visions and objectives, are provided in Appendix A.

## 2.3 Public Consultation

The study's vision and goals need to reflect the broader community's ambitions and objectives. The vision and goals need to align with how residents, business owners, employees, and visitors want the municipality to grow. As such, the draft vision and goals were presented to the public and to stakeholders during the first round of public and stakeholder engagement.

Members of the public were able to provide comments on the draft vision and goals through the online and telephone survey which was available between May 7 and June 7, 2020. A total of 308 submissions were received where 65% responded that they like the vision statement as written, while 22% added it needed some changes. Only 13% did not like the draft version of the vision statement. Respondents were able to provide comments on how to improve the vision, goals and directions. These have been reviewed and incorporated into

the final versions presented below. A Public Consultation Summary is provided separately from this report with more information on the comments received.

## 2.4 Vision Statement

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.

The intent of the vision statement is to inform the reader about the important of sustainability, supporting the economy and safety. 'Sustainable' refers both to fiscal sustainability and environmental sustainability 'Connected' refers to the importance of providing easy access between destinations within and outside of Meaford. "Economical" refers to the need that transportation infrastructure and policy decisions must be affordable for the municipality and taxpayers. The vision also acknowledges the importance of the agricultural industry to Meaford's prosperity. Finally, it is important that safe and efficient travel be available to all residents, regardless of age and ability and their chosen mode of travel.

## 2.5 Goals and Directions

Four key goals and 16 directions have been identified. These goals and directions build upon the vision statement and provide more details. All strategies, projects and other recommendations developed for the final TMP should address at least one of the directions listed with one of the four goals below and be consistent with the overall vision for future Meaford.

### Meaford's transportation system will:

**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 efficient regional travel and sustainable travel choices.
- **Direction #2:** Enable the efficient movement of goods and agricultural equipment.
- **Direction #3:** Support economic development and tourism.
- **Direction #4:** Increase access to opportunity for residents and businesses.

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

- **Direction #5:** Prioritize maintenance and operations of existing infrastructure.
- **Direction #6:** Improve operations and maintenance policies and procedures and consider life-cycle costs in all infrastructure decisions.
- **Direction #7:** Become more resilient to impacts from climate change.
- **Direction #8:** Embrace sustainable transportation practices and the emerging shared economy.

**Goal #3: Enhance safety, accessibility, equity and inclusivity to support active, healthy lifestyles and 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.
- **Direction #12:** Support the regional public transit and specialized transit plans.

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

- **Direction #13:** Reduce the 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.
- **Direction #16:** Protect Meaford’s natural and cultural heritage.

# 3 Future Conditions

Meaford is growing with several new developments in various stages of the planning process. Over the coming years there will also be background economic and tourism growth in the province, and changing demographics including the aging population and other trends described in the Existing Conditions report. These changes will increase demand on the transportation network and increase attention on other needs such as safety, efficiency of travel, and goods and agricultural movement.

This section provides a picture of future conditions to identify the issues and needs that will arise. Future conditions are looked at in terms of growth, demographics, travel demand, and technological changes occurring or expected.

The COVID-19 pandemic has created uncertainty about the future. The long-term impacts from this crisis are difficult to predict. Working from home may become the new normal for many more people. In that situation, being geographically located near major job markets is no longer a necessity. For Meaford, this could mean increased demand for its small-town way of life. Impacts to transportation are also possible with less need to support heavy commuting flows into employment areas, and greater need for safe walking and cycling as a form of safe, socially-distanced mobility.

Forecasts for population and employment are taken from the Grey County Growth Management Strategy. The analysis in this section also uses development planning applications (as of early 2020) for assessment of road network needs.

This section also discusses the latest emerging technologies in transportation, and how Meaford may be able to take advantage of them. These include on-demand transit service, autonomous vehicles, and electric vehicles.

A TMP provides a “road map” as to the planning needs for Meaford to meet future challenges. It is necessary to monitor progress towards the TMP and the trends used to inform it and update the TMP over time.

## 3.1 Population, Employment and Land Use Forecasts

This section examines population and employment growth to 2045, demographic changes, and development plans and their locations to assess the impacts and needs of these changes on the transportation network.

### Meaford is Growing

Population and employment are expected to grow, mostly in the areas in and around urban Meaford to the 2045 planning horizon. Meaford's population is expected to grow by approximately 1,600 residents (+14%) by 2045, while over 500 jobs are expected to be added to the Municipality (+17%). Exhibit 3.1 presents forecasted permanent population, households and employment in Meaford through to the 2045 study horizon.

Exhibit 3.1: Forecasted Population and Employment in Meaford

| Measure | 2016 | 2021 | 2026 | 2031 | 2036 | 2041 | 2045 | Annual Growth Rate |
|---|---|---|---|---|---|---|---|---|
| Population | 11,250 | 11,530 | n/a | 12,180 | 12,440 | 12,650 | 12,870 | 0.45% |
| Households | 4,820 | 4,990 | n/a | 5,270 | 5,390 | 5,470 | 5,570 | 0.48% |
| Employment | 3,420 | 3,560 | n/a | 3,660 | 3,780 | 3,920 | 3,990 | 0.52% |

Source: Grey County Growth Management Strategy (GMS) – Forecast and Land Supply Review and Update (2017); 2045 projections were extrapolated from GMS forecasts
*Note: 2016 population differs from the number stated in other TMP documents (10,991) due to the Grey County GMS including the adjustment for Census net undercoverage.

The allocation of this growth is discussed below and its impact on traffic levels is assessed in Section 3.2.

### Future Land Use and Distribution of Growth

The physical distribution of Meaford's expected growth is important to identifying transportation needs. The allocation of growth has been projected based on the policies outlined in Meaford's Official Plan as well as a snapshot of existing development applications at the time this report was written.

Meaford's Official Plan aims to "direct the majority of new residential and employment growth to the urban area, where full municipal services and other community facilities exist" and to "encourage development having location, density and connectivity that supports and enhances active and alternative modes of transportation."

The above policies point towards infilling empty lots in the urban area and increasing overall densities. The compact development in urban Meaford bodes well for alternative travel modes such as walking and cycling. As density increases, public transit will become a more attractive option. Meaford needs to ensure they provide the support to enable active transportation and transit as viable modes of travel.

Ongoing development applications reflect the objective of directing more population and employment into the urban area. There were over 2,400 residential units in various stages of planning and development as of February 2020. Development pressure in Meaford is higher than what was contemplated in the Grey County Growth Management Strategy. Reflecting the range of uncertainty, the approach taken for the TMP was to apply the more aggressive growth projections (i.e. development applications). Using this approach where development and growth projections may be overstated helps to identify all potential transportation needs within the TMP's planning horizon. Slower growth, however, would delay the timing of identified infrastructure needs.

With input from Meaford Development Services staff, the following planning horizons were developed for the purposes of the TMP and future traffic projections to the 2045 planning horizon.

- Short term (by 2025),
- Medium term (by 2030), and
- Long term (by 2045).

Of the more than 2,400 residential units planned, 438 units are expected in the short term (by 2025) and 705 additional units are expected in the medium term (by 2030).

Non-residential development applications include a boutique hotel, cottages, a winery, a cidery, a church, a school, an industrial use and a commercial use.

Development applications are at various stages of progress, and not all are certain to materialize. However, there is also a possibility that new proposals replace those proposals in the longer-term. Development applications are detailed in Appendix C and their location within Meaford shown in Exhibit 3.3 and Exhibit 3.4.

Residential and commercial growth will trigger a greater need for intersection upgrades, operational improvements and active transportation facilities, increase demand for transit and increase the ongoing maintenance burden.

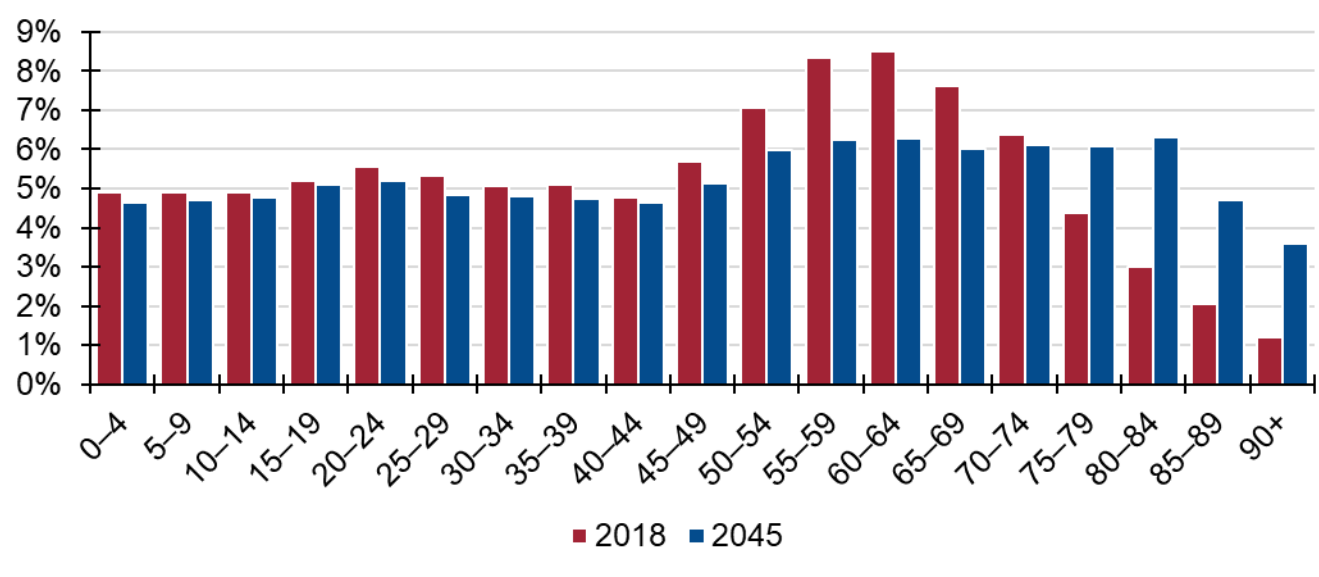
## The Population is Aging

How the population is growing is important to how transportation must be planned. While Meaford-specific forecasts are not available, the trend can be inferred from Grey County data. In Grey County, the share of the population aged 65 or older is expected to grow from one quarter in 2018 to one third in 2045[1]. Meanwhile, the share of the population under 25 years old is expected to decrease slightly, from 25.5% to 24.4%. The share of the Grey County population between 25 and 64 is forecasted to fall significantly, from 49.9% to 42.7%. Further details are presented in Exhibit 3.4.

[1] Ministry of Finance, Ontario Population Projections, 2018–2046. Table 4: Historical and projected population by census division, selected years — reference scenario

The forecast of an aging population in Grey County can broadly be applied to Meaford, but it is important to note that the Meaford population is already older than Grey County according to 2016 Census data. The median age in Meaford was 53 years old in 2016. Grey County, by comparison, was 49. In Meaford, 28% of the population was 65 years and older in 2016.

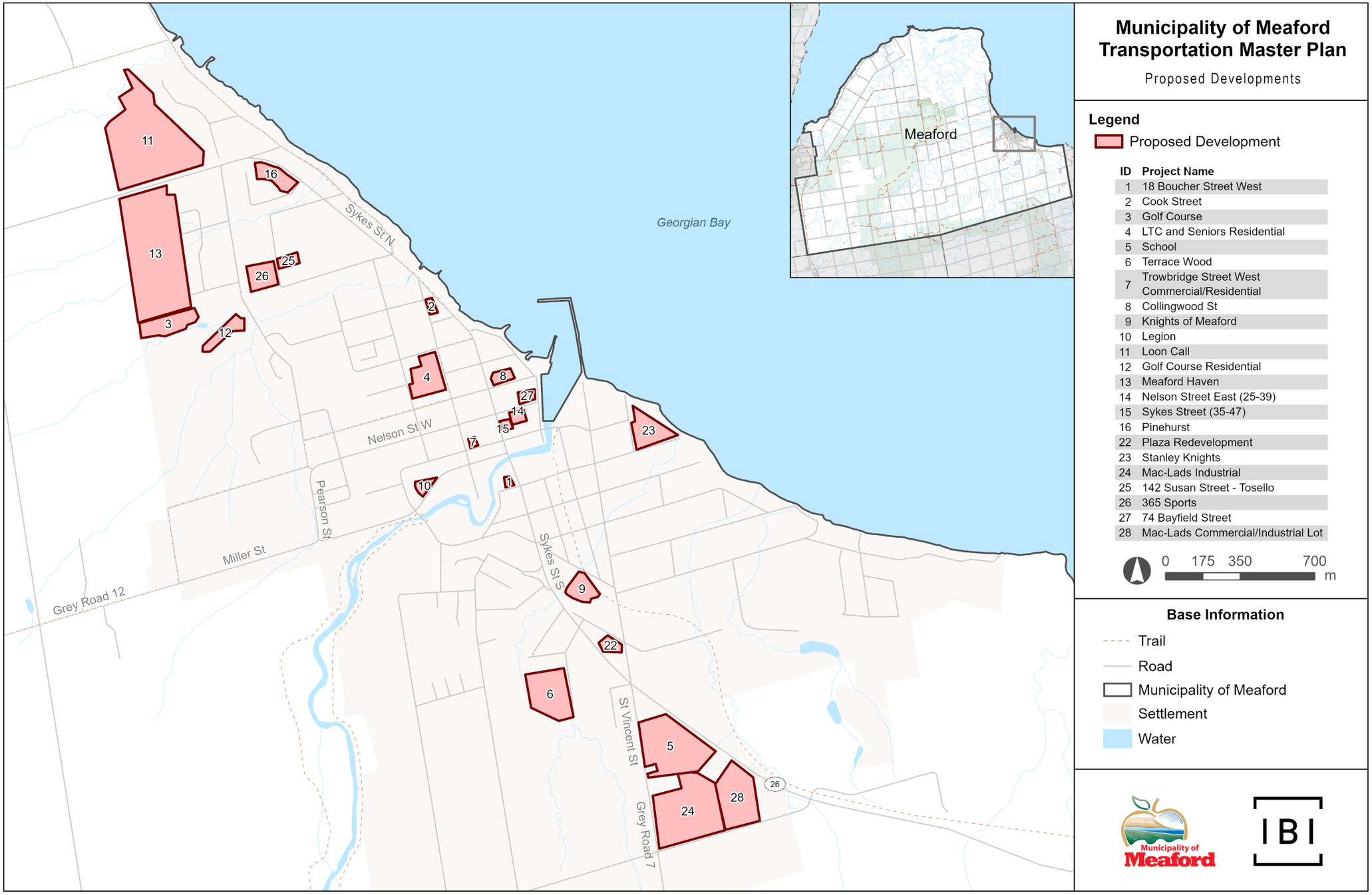
Exhibit 3.2: Forecasted Population Share by Age Cohort, Grey County (2018-2045)




Source: Ontario Population Projections, 2018-2046 – Ministry of Finance

The largest cohorts are in the 55-69 range today, which means that in just 15 years, the largest segments could be in the cohorts above 70 years of age. This ongoing demographic shift will impact the transportation needs of Meaford. With a significant decrease in the share of working-age population, commute-based trips will not rise at the same rate as overall trips. With improved health care and higher life expectancy, people aged 65 and older are tending to stay more active. This means more trips for social or recreational purposes than previous generations of retirees. Driving will continue to be a dominant mode of mobility

Exhibit 3.3: Urban Development Map




## Municipality of Meaford Transportation Master Plan

Proposed Developments

**Legend**

Proposed Development

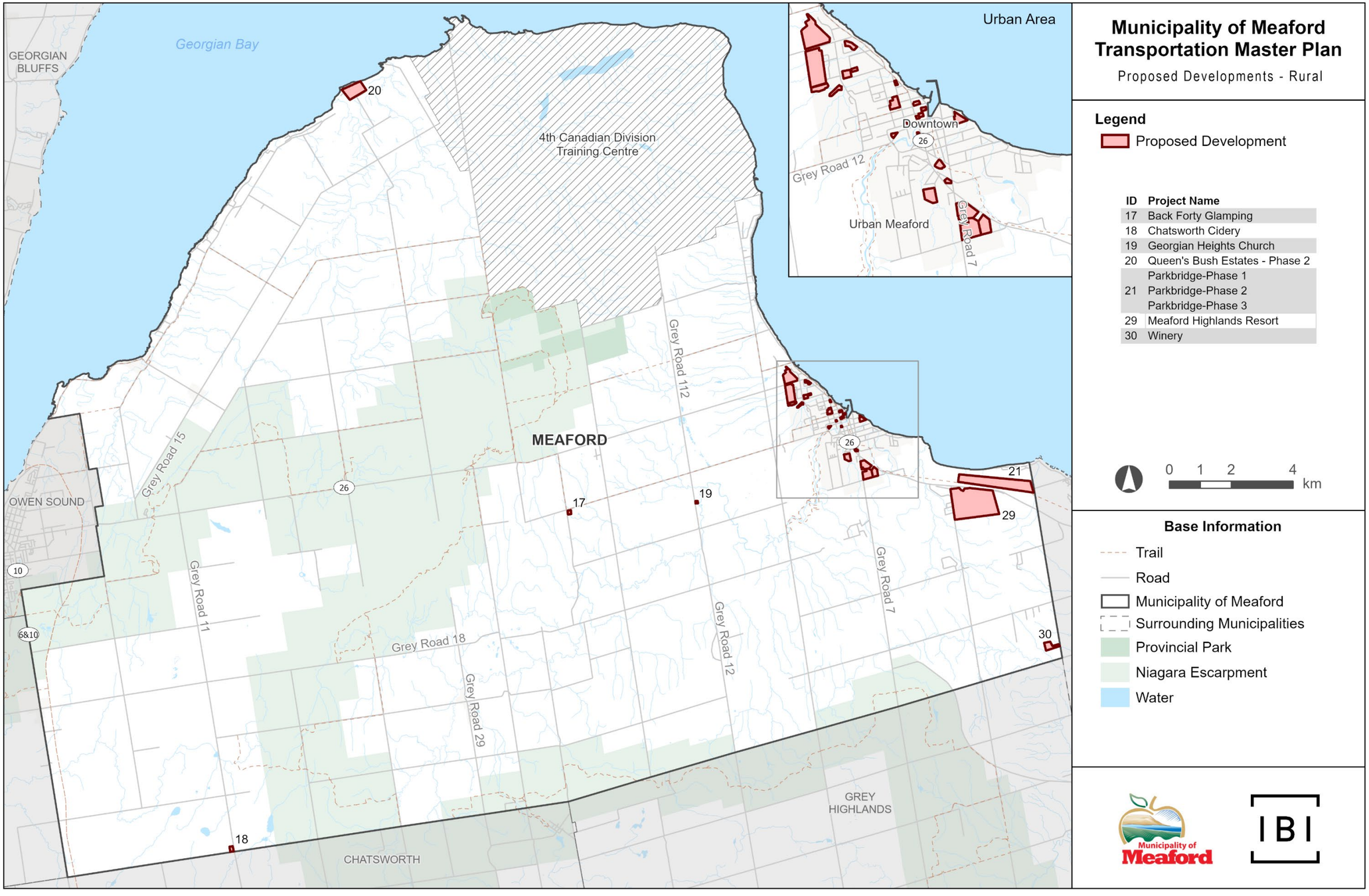
| ID | Project Name |
|---|---|
| 1 | 18 Boucher Street West |
| 2 | Cook Street |
| 3 | Golf Course |
| 4 | LTC and Seniors Residential |
| 5 | School |
| 6 | Terrace Wood |
| 7 | Trowbridge Street West Commercial/Residential |
| 8 | Collingwood St |
| 9 | Knights of Meaford |
| 10 | Legion |
| 11 | Loon Call |
| 12 | Golf Course Residential |
| 13 | Meaford Haven |
| 14 | Nelson Street East (25-39) |
| 15 | Sykes Street (35-47) |
| 16 | Pinehurst |
| 22 | Plaza Redevelopment |
| 23 | Stanley Knights |
| 24 | Mac-Lads Industrial |
| 25 | 142 Susan Street - Tosello |
| 26 | 365 Sports |
| 27 | 74 Bayfield Street |
| 28 | Mac-Lads Commercial/Industrial Lot |

0 175 350 700 m

**Base Information**

Trail
Road
Municipality of Meaford
Settlement
Water

Exhibit 3.4: Rural Development Map



among this cohort, while walking and to a lesser extent cycling can be important travel modes for people 65 and older.

For all modes of travel, safety is a priority when looking at needs for people aged 65 and older. For drivers and other road users, safe road design meeting appropriate standards (e.g. Transport Association of Canada, Ontario Traffic Manual) is a requirement for new construction. The municipality should also look to, over time, addressing locations known to have safety concerns or where standards are not met. These locations can be identified by collision records or through knowledge of staff and input from the public.

Populations aged 65 and older may be particularly sensitive to roads lacking sidewalks, and destinations lacking accessible parking. Addressing sidewalk deficiencies and maintaining accessible parking requirements are thus incorporated into the TMP. An aging population may also increase demand for transit (including specialized transit) as it provides mobility for those who can no longer safely drive.

### The Future Job Market

The types of jobs available in Meaford have been changing and will continue to adapt to new economic conditions. Manufacturing and other industrial sectors are declining, while a higher proportion of future jobs in Meaford will be in sales, services and professional fields[2]. Tourism, including agri-tourism and recreational tourism, is also growing in Meaford, pointing to the need for improved access to points in rural Meaford. New cideries and wineries, attractive touring cycling and a growing seasonal population are contributing the growth in the sales and service fields. Meanwhile, the agricultural industry remains an important component of Meaford's economy, employing a large number of seasonal labourers.

## 3.2 Travel Demand

This section assesses where growth in traffic will occur, identifies where constraints on traffic operations and goods movement may occur and identifies potential solutions to address these constraints. Though a significant objective of the TMP is to provide more multi-modal opportunities, for simplicity, this analysis assumes that all trips will be made by private vehicles. This represents a sort of worst case scenario for traffic congestion.

Developments that will generate traffic growth in were identified through Meaford's Development Status Map. The identified development sites are detailed in Appendix C.

Each development is subject to its own traffic impact assessment and separate review. For the purposes of the TMP, traffic generation was estimated and roads serving developments expected to accommodate traffic growth were identified.

[2] Grey County Growth Management Strategy Update (2015), page 13

To estimate traffic growth, trip generation estimates were taken from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (September 2017). The trip generation estimates by traffic peak hour (i.e. Weekday AM, Weekday PM, and Saturday Midday) and development phasing timeline are summarized in Appendix B.

Within the urban area, developments identified under the short-term timeline (i.e. by 2025) will increase hourly traffic volumes by approximately 300 to 700 trips during the Weekday AM, Weekday PM, and Saturday Midday peak hours. By 2030, an additional 300 to 400 trips will be generated during all peak hours due to the medium-term developments. Further increases to traffic by an additional 300 to 500 trips will be generated by 2045 due to the long-term developments.

Outside of the urban area, there is one major development to note. The Parkbridge residential development is proposed to include approximately 1,000 residential units, with construction starting in the short term, and 35-50 homes completed each year[3]. For the purposes of this study, the project has been divided into three phases, matching the planning horizons identified previously. The portion to be built between 2026 and 2045 will add approximately 600 to 700 peak hour trips to the transportation network. A portion of the trips associated with this proposed development will also impact the urban area, mainly along Highway 26.

Exhibit 3.5 illustrates the combined traffic impacts from these proposed developments. Highway 26, Sykes Street and St. Vincent Street / Grey Road 7 will experience most of the forecasted traffic volumes resulting from development activity.

## 3.3 Constraints and Potential Improvements

### Growth-Related Constraints

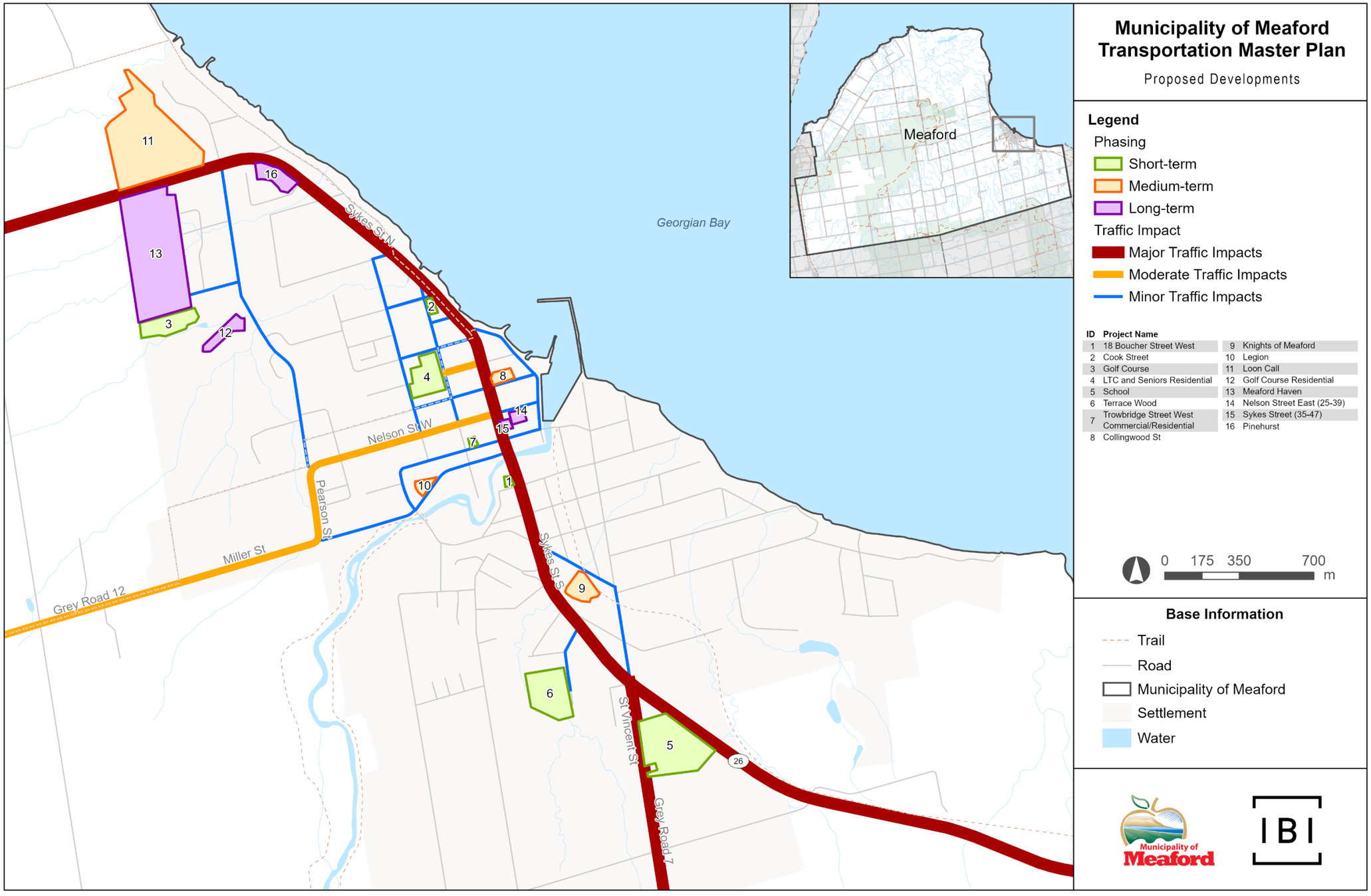
Upon review of the corridors impacted by traffic growth, preliminary constraints were identified. The locations of these constraints are illustrated in Exhibit 3.6 and Exhibit 3.7. A list of the identified constraints and preliminary recommendations is presented in Exhibit 3.8. Growth-related constraints include all intersections along Sykes St, the corridor expected to be the most impacted by the growth of the community, as well as the Ridge Road-Person St corridor.

### Operational and Geometric Constraints

Additional safety or geometric issues have been identified through public and stakeholder consultation. These include sight distance and visibility issues, constrained cross-sections and speeding and other safety issues. The locations of these constraints are also illustrated in Exhibit 3.6 and Exhibit 3.7. A list of these issues and preliminary recommendations is presented in Exhibit 3.9.

[3] Bayshore Broadcasting, Developer Details Plans for Meaford Property, Sept. 27, 2018 (retrieved June 18, 2020)

Exhibit 3.5: Development Traffic Impacts




## Municipality of Meaford Transportation Master Plan

Proposed Developments

**Legend**

Phasing
- Short-term
- Medium-term
- Long-term

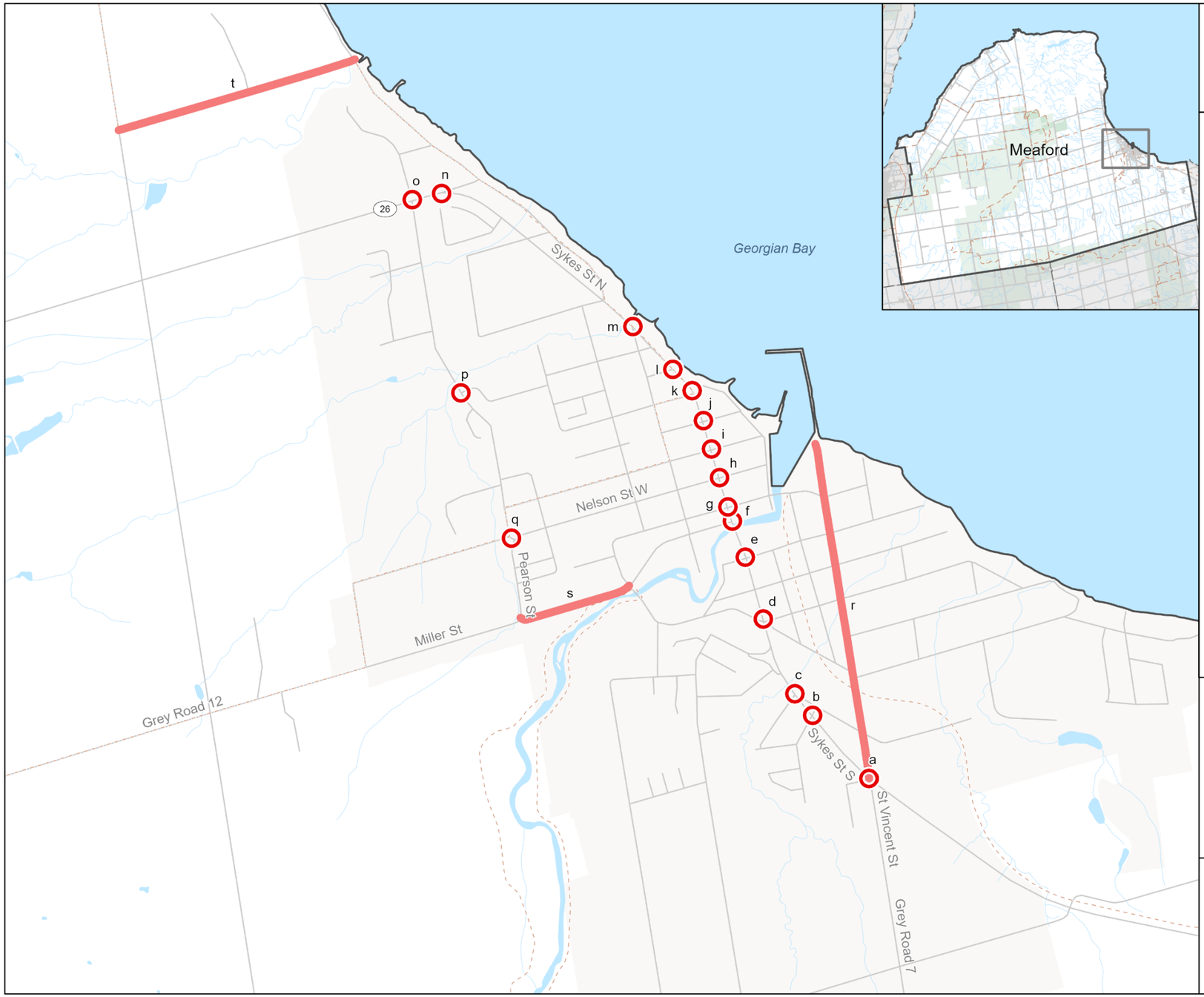
Traffic Impact
- Major Traffic Impacts
- Moderate Traffic Impacts
- Minor Traffic Impacts

| ID | Project Name | ID | Project Name |
|---|---|---|---|
| 1 | 18 Boucher Street West | 9 | Knights of Meaford |
| 2 | Cook Street | 10 | Legion |
| 3 | Golf Course | 11 | Loon Call |
| 4 | LTC and Seniors Residential | 12 | Golf Course Residential |
| 5 | School | 13 | Meaford Haven |
| 6 | Terrace Wood | 14 | Nelson Street East (25-39) |
| 7 | Trowbridge Street West Commercial/Residential | 15 | Sykes Street (35-47) |
| 8 | Collingwood St | 16 | Pinehurst |

0 175 350 700 m

**Base Information**
- Trail
- Road
- Municipality of Meaford
- Settlement
- Water

Exhibit 3.6: Future Constrained Intersections and Corridors – Urban




## Municipality of Meaford Transportation Master Plan

Future Constraints

**Legend**

- Intersection Constraint
- Corridor Constraint

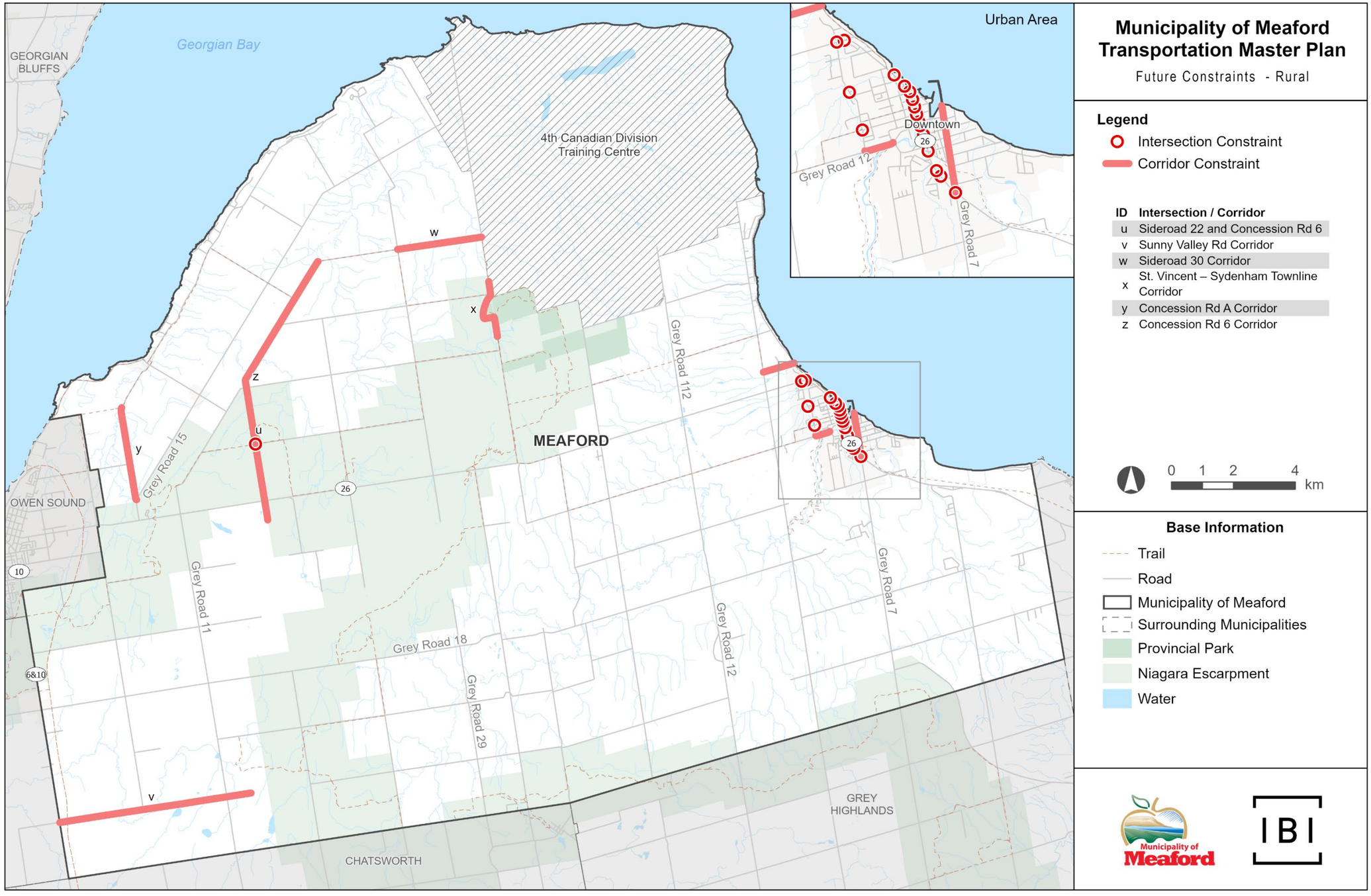
| ID | Intersection / Corridor |
|---|---|
| a | St Vincent St & Sykes St S |
| b | Coleman St & Sykes St S |
| c | Ivan St & Sykes St S |
| d | Edwin St / Margaret St & Sykes St S |
| e | Boucher St & Sykes St S |
| f | Berry St & Sykes St S |
| g | Trowbridge St & Sykes St |
| h | Nelson St & Sykes St N |
| i | Collingwood St & Sykes St N |
| j | Parker St & Sykes St N |
| k | Lombard St / Bayfield St & Sykes St N |
| l | Albert St & Sykes St N |
| m | Cook St & Sykes St N |
| n | Ford Ave & Sykes St N |
| o | Ridge Rd & Sykes St N |
| p | Ridge Rd & St Andrews Dr |
| q | Pearson St & Nelson St W |
| r | St. Vincent St Corridor |
| s | Miller St Corridor (East of Gardiner St) |
| t | Centreville Rd |

0 175 350 700 m

**Base Information**

- Trail
- Road
- Municipality of Meaford
- Settlement
- Water

Exhibit 3.7: Future Constrained Intersections and Corridors – Rural



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Exhibit 3.8: Growth-Related Road Network Constraints and Potential Strategies and Actions

| ID | Location | Constraint | Potential Strategies / Actions |
|---|---|---|---|
| a | St. Vincent St and S Sykes St | Potential for operational changes needed to accommodate growth, potential safety concerns with the existing skewed, five-legged intersection. | Work with Grey County to complete a safety review to determine if the intersection should be realigned, and to complete a preliminary roundabout analysis to determine if a roundabout is a better alternative to the existing signals. |
| b | Coleman St and S Sykes St | Operational constraints due to development growth in area. | Undertake a traffic control study or signal warrant. |
| c | Ivan St and S Sykes St | Operational constraints due to development growth in area. | Undertake a traffic control study or signal warrant. |
| d | Edwin St / Margaret St and S Sykes St | Operational constraints due to development growth in area. | Undertake a traffic control study or signal warrant. |
| e | Boucher St and S Sykes St | Operational constraints due to development growth in area. | Undertake a traffic control study or signal warrant. |
| g | Trowbridge St and N Sykes St | Operational constraints due to development growth in area. | Complete a core area traffic assessment, focused on downtown Meaford (from Berry Street to William Street) and include intersection-specific recommended assessments identified in this TMP (e.g., Berry Street and Sykes Street intersection sightline assessment and one-way street review). Note that the intersection of Nelson and Sykes St is under the jurisdiction of Grey County, requiring County involvement in this project. |
| h | Nelson St and N Sykes St | Operational constraints due to development growth in area. | |
| i | Collingwood St and N Sykes St | Operational constraints due to development growth in area. | |
| j | Parker St and N Sykes St | Operational constraints due to development growth in area. | |
| k | Lombard St / Bayfield St and N Sykes St | Operational constraints due to development growth in area. | |
| l | Albert St and N Sykes St | Operational constraints due to development growth in area. | |
| m | Cook St and N Sykes St | Operational constraints due to development growth in area. | |

| ID | Location | Constraint | Potential Strategies / Actions |
|---|---|---|---|
| o | Ridge Rd / Pearson St Corridor | Operational constraints due to development growth in area. | Conduct a corridor assessment of Ridge Rd / Pearson St, between Sykes St N. and Nelson Street to assess whether street widening is warranted as a result of future growth. Signal warrant analyses should be completed at both unsignalized intersections. Note that the intersection at Ridge Rd and Sykes St N is under MTO jurisdiction. |
| q | Pearson St and Nelson St W | Operational constraints due to development growth in area. Possible alignment issues at this intersection may lead to safety concerns. | Work with Grey County to complete a signal warrant analysis to determine if future growth warrants a traffic signal and complete a safety review to determine if intersection realignment is warranted. |

Exhibit 3.9: Operational and Geometric Road Network Constraints and Potential Strategies and Actions

| ID | Location | Constraint | Potential Strategies / Actions |
|---|---|---|---|
| f | Berry St and S Sykes St | Potential sightlines for the eastbound approach are constrained due to the bridge structure on Sykes St that was rebuilt in 2019. | Conduct a sight distance review for all approaches at the intersection to determine if sufficient sight lines have been provided. Sightline issues can be solved by prohibiting eastbound travel, which would require an additional operational review. |
| n | Ford Ave and N Sykes St | Potential sightline constraints. | Work with the Province to conduct a sight distance review for all approaches at the intersection to determine if sufficient sight lines have been provided. |
| p | Ridge Rd / Pearson St Corridor | Issues with the current speed limit. | Conduct a review of the existing speed limits based on TAC guidelines and OTM Book 5 to determine if the existing speed limits and/or the speed control signs are appropriate. |
| r | St. Vincent St Corridor | Issues with the current speed limit here. | Conduct a review of the existing speed limits based on TAC guidelines and OTM Book 5 to determine if the existing speed limits and/or the speed control signs are appropriate. |

| ID | Location | Constraint | Potential Strategies / Actions |
|---|---|---|---|
| s | Miller St Corridor (East of Pearson St) | Operational issues due to narrow cross-section. | Conduct a review of the road characteristics to determine if Miller Street could benefit from being converted to a one-way street or converted to a cul-de-sac, east of Pearson Street. |
| t | Centreville Rd | Issues with the current roadside design. | Refer to the MTO Roadside Design Manual to determine if the roadside along this corridor is appropriate given the road characteristics. |
| u | Sideroad 22 and Concession Rd 6 | Potential sightline constraints. | Conduct a sight distance review for all approaches at the intersection to determine if sufficient sight lines have been provided. |
| v | Sunny Valley Rd Corridor | Potential sightline constraints. | Conduct a sight distance review for all approaches at all intersection intersections along Sunny Valley Road to determine if sufficient sight lines have been provided. |
| w | Sideroad 30 Corridor | Issues with the current speed limit. | Conduct a review of the existing speed limits based on TAC guidelines and OTM Book 5 to determine if the existing speed limits and/or the speed control signs are appropriate. |
| x | St. Vincent – Sydenham Townline Corridor | Issues with the current speed limit. | Conduct a review of the existing speed limits based on TAC guidelines and OTM Book 5 to determine if the existing speed limits and/or the speed control signs are appropriate. |
| y | Concession Rd A Corridor | Issues with the current speed limit. | Conduct a review of the existing speed limits based on TAC guidelines and OTM Book 5 to determine if the existing speed limits and/or the speed control signs are appropriate. |
| z | Concession Rd 6 Corridor | Issues with the current roadside design. | Refer to the MTO Roadside Design Manual to determine if the roadside along this corridor is appropriate given the road characteristics. |

## 3.4 Emerging Technologies in Transportation

Digital technology advancements that support automated, electric, connected, and shared transportation options are changing the future of transportation. New mobility services that are currently being launched in larger cities are likely to expand to Meaford over time. These are services that will allow people to live car free or with fewer vehicles per household and help increase the demand for active transportation, transit and greater multi-modality in general. This section provides an overview of several opportunities for Meaford to capitalize on emerging technologies.

### Online Shopping and Food Delivery

The growth in online shopping, same or next-day delivery, grocery delivery and the proliferation of prepared food delivery apps has reduced the need to travel for shopping and eating. These types of services have been available in larger cities for some time and will undoubtedly expand to smaller communities as economics allow. This trend has been accelerated by the COVID-19 pandemic, as people are trying to limit trips away from home as much as possible. These services reduce car-dependency, allowing residents to access opportunities that would not be otherwise available within walking distance. This may reduce the rate of private vehicle ownership across and allow for more independent living, particularly among elderly residents.

In the longer term, aerial drone deliveries may offer faster, more efficient service for local goods movement. In a rural context where distances are long and densities are low, drones that can fly in a straight line from a distribution centre to a rural home. Adoption of this technology will be driven by the private sector, but municipalities should be aware of potential issues and benefits.

### Telecommuting and Work-from-Home

The COVID-19 pandemic has also accelerated a potential shift in workplace culture and reduced the need to be at a physical office on a day-to-day basis. For employees who are no longer needed at the office on a regular basis, the importance of being closely located is reduced. Municipalities like Meaford become more attractive for people seeking the smaller-town lifestyle while being able to maintain employment, typically located in the bigger cities. This could attract new residents and convert existing seasonal inhabitants to full-time residents.

### On-Demand Services

Many small communities are investigating on-demand transit to provide mobility options in areas that conventional transit struggles to work efficiently. In Ontario, communities such as Brant County, Wellington County, Innisfil, Sault Ste. Marie, and Belleville are all testing some form of on-demand transit to serve lower density areas.

An on-demand transit service where the municipality only covers the cost of trips taken aligns operating expenses with ridership, helping to contain costs in lower density areas. Modern trip booking, dispatching, and payment-processing systems offered by companies like Via On-Demand Transit, RideCo, Pantonium, and Spare give municipalities a comprehensive solution and can even provide call-centre support for riders who are unable to use smartphone apps. In some cases, deployments can incorporate AODA-compliant specialized service like Meaford Moves+ to make better use of existing vehicles and drivers.

The socioeconomic trends in Meaford—increasing number of retirees, decreasing persons per household alongside a growing population, and commute patterns that see most workers leaving the Municipality to work—all hint at more dispersed trip-making that is hard to serve with conventional transit. As on-demand alternatives proliferate, Meaford may stand to benefit from the improved technologies available to transit operators.

## Electric Vehicles

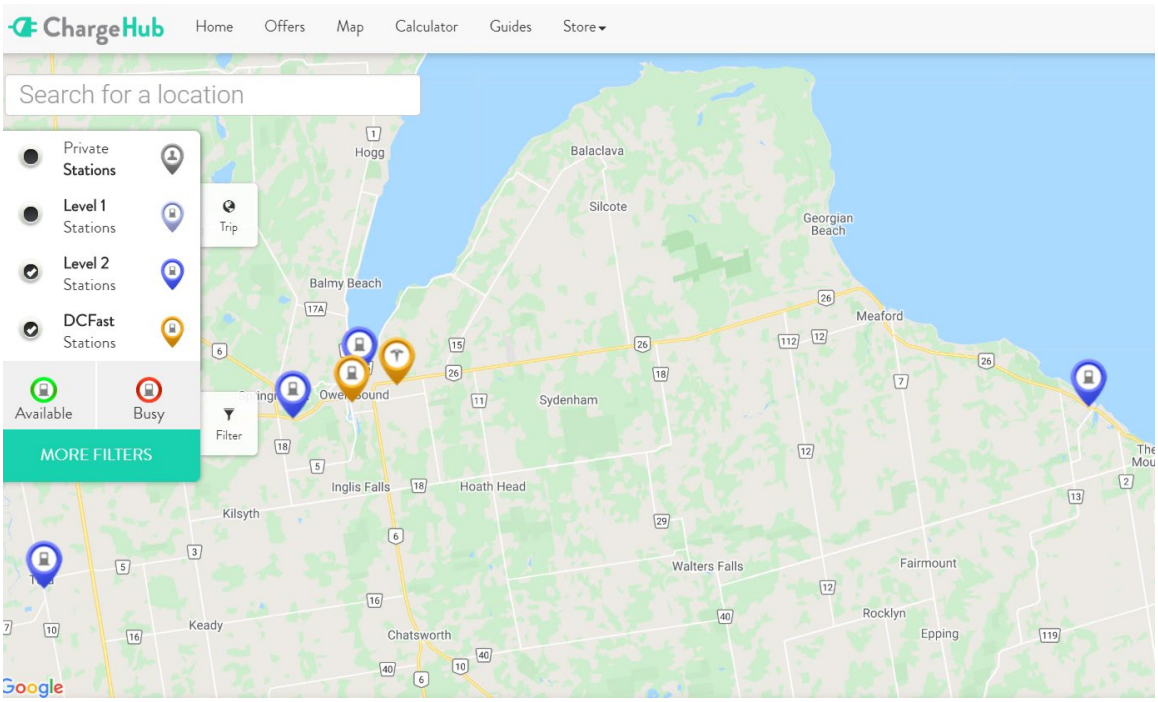
Electric vehicles (EV) have become more commonplace on Canadian roads in the past decade and trends suggest that the market share of EVs will continue growing. Between 2014 and 2019, the number of EVs in Canada grew from just 10,000 to 136,000[4] and Transport Canada has set a target for all light-duty vehicles in Canada to be zero-emission (EVs, hydrogen fuel cell, etc.) by 2040[5].

Given this federal government support and the consumer demand for EVs, the tourists that are an important part of Meaford's economy will increasingly be travelling to and within the community in EVs over the coming years. Meaford's lack of charging stations, as illustrated in Exhibit 3.10, presents a barrier for these drivers who must either drive 13 km east to Thornbury or 27 km west to Owen Sound to charge their vehicles. The Municipality has been unsuccessful in previous provincial grants for EV infrastructure because of the separation of Owen Sound, Collingwood, and Barrie along the Highway 26 corridor. Grants may have to be offered to fill gaps or the Municipality will have to fully fund these chargers.

[4] Tchir, J. (2020, January 1). We'll likely see a few electric vehicles on every street by the end of this decade. *The Globe and Mail.* Retrieved from https://www.theglobeandmail.com/drive/mobility/article-well-likely-see-a-few-electric-vehicles-on-every-street-by-the-end-of/

[5] Transport Canada (2020, January 31). *Zero-emission vehicles*. Retrieved from https://www.tc.gc.ca/en/services/road/innovative-technologies/zero-emission-vehicles.html

Exhibit 3.10: Map showing locations of EV charging stations near Meaford




Source: ChargeHub (https://chargehub.com/en/charging-stations-map.html)

While the lack of charging stations alone may not drive a visitor's decision to come to Meaford, it sets the town apart from its neighbours that offer similar vacation experiences while also catering to the needs of EV drivers.

## Shared Micro-Mobility

Though more popular in larger cities, shared micro-mobility programs including shared bicycles, electric-assist bicycles and electric kick scooters have been garnering more interest from smaller communities. Meaford's urban area may be a candidate for such services as it grows. This can be a service provided by the private sector through permitting agreements or as a form of public transit owned by the Municipality or non-profit. Micro-mobility systems have been advantageous in helping shift communities to more sustainable travel, exposing residents and visitors to cycling and other forms of active or semi-active travel that they would otherwise not experience.

## Automated Vehicles

In the longer term, automated vehicles (AVs) may be ready for deployment on a widespread scale. For Meaford, AVs may be available as private vehicles, enabling increased mobility for groups who are unable to or unwilling to drive themselves. Concurrently, on-demand transit services could be made even more cost-effective through automated vehicles.

Candiac, Quebec, a town of 21,000 on the outskirts of Montreal, was one of the first in Canada to pilot AV shuttles in 2018-2019, which operated in mixed traffic

between the Chartwell Le Montcalm Retirement Residence, the local bus and train station, and the shores of the St. Lawrence.

For Meaford, these vehicles could augment Meaford Moves+ service and provide first-mile/last-mile connections to Grey County's transit system.

MTO is currently running a pilot that allows automated vehicles to operate on public roads, subject to several conditions, to allow the Province, municipalities, and vehicle operators to gain experience with this technology under local conditions.

# 4 Needs and Opportunities

This section develops potential strategies to meet the needs of Meaford through 2045. The strategies and projects outlined below form the preliminary "long list" of strategies that are to be further refined through the TMP process. At this time, strategies are grouped into the following themes:

- **Mobility:** The ability of people to travel efficiently on the road network by car, and by walking, cycling, and transit where economically feasible;
- **Goods movement:** Meeting the needs and supporting the farming industry and trucking within and through Meaford;
- **Maintenance:** Maintaining a state of good repair for the transportation network including rural roads that service agriculture and urban roads that accommodate all modes of travel;
- **Safety:** Safety improvements and speed reduction strategies are needed at locations, as well as a framework to address future traffic calming requests;
- **New technology:** Plan for and incorporate electric cars, transportation service providers, and autonomous cars.

The potential strategies will be incorporated into the alternatives assessment and assessed in further detail. As noted, these are identified as potential strategies and are not yet recommendations.

## 4.1 Mobility

### The road network must accommodate growth

Most of Meaford's municipal rural and urban road network has sufficient capacity to accommodate growth, however, key corridors identified in Section 3.3 are subject to increased traffic levels with tourism growth and developments.

Within the urban area, Sykes Street (Highway 26 connecting link) is the main arterial and will experience the most growth. Traffic operations and safety along the corridor may deteriorate. Specifically, intersections with Ridge Road, Nelson Street and St. Vincent Street/McKibbon Drive should be subjected to operational assessments periodically as growth occurs. Several of these intersections have reduced or limited sight-distances, and while there may be sufficient capacity in the network, drivers can experience long delays waiting for a gap to turn onto Highway 26. Over time and occasionally these types of delays can lead to driver frustration and unsafe manoeuvres.

Other corridors in the urban area will also experience impacts from development-based traffic growth. These include St. Vincent Street, Nelson

Street and Miller Street. Future study by both the Municipality and the County of Grey would be required as growth occurs.

Changes to the road network are also being driven by safety deficiencies. These locations are discussed in Section 4.4.

**Potential projects, strategies and policies include:**

- Complete traffic operations study or signal warrant analysis at intersections identified in Section 3.3 and Exhibit 3.8.
- Given the long list of intersections identified along Sykes Street / Highway 26, undertake a core area traffic assessment.
- Undertake a downtown parking study to ensure adequate supply of parking, including accessible parking, and address areas where parking on residential streets creates mobility issues.
- Implement capacity improvements on corridors outlined in Section 3.3:
    - Highway 26 / Sykes St
    - St. Vincent St (Grey Road 7)
    - Nelson St / Miller St (Grey Road 12)
- Conduct a corridor assessment of Pearson St / Ridge Road, between Sykes St N. and Nelson Street.
- Upgrade Side Road 8 and Concession Rd 2 N to complete the “paved loop” through rural Meaford north of Highway 26.
- Construct new east-west route connecting Thornbury with Owen Sound, aligned between midway between County Road 40 and Highway 26 (see Section 4.2 Goods Movement and 4.4 Safety for additional justification for considering this alternative).
- Construct truck bypass route to remove through traffic from Downtown Meaford.

## Support active transportation as a community health objective

Demand for safer walking and cycling facilities has been growing in Meaford. Walking is a common mode of travel in the urban areas, but challenges persist. The sidewalk network has gaps and many roads have no sidewalks at all. An incomplete network of sidewalks forces pedestrians to share the road with vehicles, presents barriers to people who rely on mobility devices, and generally discourages walking as a form of transportation or recreation.

Cycling in Meaford has been primarily a recreational activity and rural cycling will be a key component of the cycling network plan. However, utility cycling has growth potential. The compact nature of the urban area and relatively low traffic

volumes mean that cycling could be an easy, convenient mode for many people, if the right infrastructure is available. A utilitarian cycling approach can also help to support recreational cycling, by providing connections to the important trails in Meaford, such as the Georgian Trail and the Tom Thompson Trail.

There are other forms are active mobility beyond walking and cycling. All are valid and need to be considered in the planning and design of active transportation infrastructure. These include wheelchairs, hand bicycles, tricycles, mobility scooters, kick scooters, skateboards, rollerblades and more.

**Potential projects, strategies and policies include:**

- Identify and prioritize infilling sidewalk gaps (to be completed as part of this TMP).
- Retrofit sidewalks and sidewalk ramps to meet AODA standards.
- Adopt a new policy that all municipal streets within the urban settlement area are to be upgraded with sidewalks on at least one side and identify the conditions where sidewalks should be considered on both sides of the street.
- Investigate Sykes St pedestrian crossovers at:
    - Coleman St,
    - Boucher St,
    - Parker St,
    - Bayfield St,
    - Grandview Dr, and
    - Ridge Rd.

    Some of these locations overlap with road constraint locations and may be candidates for other intersection treatments.
- Investigate Nelson St pedestrian crossovers at:
    - Noble St, and
    - Thompson St

    Some of these locations overlap with road constraint locations and may be candidates for other intersection treatments.
- Identify a cycling network (to be completed as part of this TMP).
- Adopt OTM policy that paved shoulders be constructed on cycling routes with an AADT higher than 700 vehicles.
- Adopt a new policy that commercial developments provide bicycle parking or incorporate bicycle parking into design guidelines.

- Invest in bicycle parking in urban Meaford.

### Regional transit should be supported

Public transit has not historically been a meaningful method of travelling around Meaford. However, it can play an important role in improving accessibility and mobility for those without access to private cars, which are stated goals and objectives of the TMP. Grey County is planning a new transit service with the Grey Transit Route initiative. Details are limited at the current time.

**Potential projects, strategies and policies include:**

- Support Grey Transit Route:
  - Support the first and last mile of transit trips through initiatives such as sidewalk connections, parking areas, bicycle storage, etc.

## 4.2 Goods Movement

### The rural road network needs to support agricultural economy

The agricultural sector is a major component of Meaford's economy and needs a functional and efficient road network to provide access for equipment and goods movement.

Concerns have been raised by the public and stakeholders that rehabilitation and repair to the rural roads is falling behind, causing increased trip distances as detours are sought, additional wear and tear on vehicles and the loss of products due to tip-over incidents. The agricultural community has raised concern that the economic output that is supported to the rural road network should be a factor in the decision-making process to prioritize rehabilitation and repair work.

Farming operations also make use of the road network to move agricultural equipment. While heavy farm equipment can be a road hazard, generally, equipment movement is handled responsibly by farmers during daylight hours, avoiding busy roads where possible, and without undue delays to background traffic.

There are also growing agri-tourism and retail operations in Meaford, which should be supported. Wineries, cideries and other farm-based retail operations need safe, attractive and convenience access to attract visitors and customers. Paved roads may assist in attracting customers to these businesses and should be considered where warranted.

A data-driven approach is needed to ensure key economic factors are integrated into the framework for prioritizing projects, a shift to an approach that more fairly balances the needs of the rural and agricultural communities with those of the urban area.

**Potential projects, strategies and policies include:**

- Adjust maintenance and upgrade priorities using a data-driven approach and warrants, considering economic output.
- Upgrade Side Road 8 and Concession Rd 2 N to complete the "paved loop" through rural Meaford north of Highway 26. (Strategy also identified in under 4.1 Mobility.)
- Construct new east-west route connecting Thornbury with Owen Sound, aligned between midway between County Road 40 and Highway 26. (Strategy also identified in under 4.1 Mobility.)
- Develop a paved shoulder policy that accounts for the movement of oversized agricultural equipment. (Potentially complements paved shoulder policy identified under 4.1 Mobility.)
- Consider bylaw restricting equipment movement to daytime hours.

## Better manage truck movements

Goods movement, with associated heavy trucks, is a key part of the economy and the trucking industry should be supported. Some concerns have been raised by the public and stakeholders about heavy trucks operating through downtown Meaford as they create noise, vibration, and safety concerns. Other concerns have been noted of through trucks taking shortcuts on Meaford's municipal roads.

Meaford does not have a designated goods movement network but operates a load-restriction system on most municipal roads. Off of municipal roads, the provincial and county road networks act as the de facto network for goods movement.

Highway 26 is a logical primary route between communities east and west of Meaford, however, it becomes a Connecting Link through downtown (as Sykes Street). This naturally routes commercial vehicle through the areas of Meaford with the highest density and where pedestrians and cyclists are found in higher numbers.

A review of the County road network shows that the main alternatives to Highway 26 through Meaford are Grey County Road 40 (east-west) and Grey County Road 12 (north-south) but County Road 40 in particular is quite far south of Meaford. As few alternatives exist, there is a need to consider alternatives for through traffic and trucks coming from Owen Sound or Collingwood areas passing through urban Meaford as truck traffic continues to grow.

**Potential projects, strategies and policies include:**

- Construct truck bypass route to remove through traffic from Downtown Meaford. (Strategy also identified in under 4.1 Mobility.)

- Identify primary heavy truck routes (to be completed as part of this TMP).
- Upgrade municipal roads on identified truck routes to better serve heavy trucks.
- Develop a road classification system and define the characteristics of typical streets in the classification system (speed, surface types, urban vs. rural, maintenance standards, operations and maintenance LOS, etc.) (to be completed as part of this TMP) and review road connectivity against County roads and adjacent municipal roads.
- Consider changes to load restriction bylaw such as a more general truck restriction bylaw.
- Work with OPP towards increased enforcement of load restriction bylaw.

## 4.3 Maintenance

### Maintain roads to meet business, resident and visitor needs

Road maintenance and rehabilitation are closely tied with the strategies identified under Section 4.1 including support of agricultural industry and goods movement.

**Potential projects, strategies and policies include:**

- Adjust maintenance and upgrade priorities using a data-driven approach and warrants, considering economic output. (Strategy also identified in under 4.2 Goods Movement.)
- Develop a road classification system and define the characteristics of typical streets in the classification system (speed, surface types, urban vs. rural, maintenance standards, operations and maintenance LOS, etc.) (Strategy also identified in under 4.1 Mobility.)

In addition to the above, the Municipality has a backlog of bridge maintenance and rehabilitation as described below.

### Bridge and structure renewal need to be prioritized

Several bridges are reaching the end of their lifespan and will require rehabilitation or replacement in order to avoid closure. These represent a significant expense for the Municipality and are at risk of consuming available funds and requiring debt financing. Infrastructure growth needs to be balanced with the demands of maintaining existing infrastructure. Meaford should consider new bridge types and innovative treatments to reduce short or long-term costs and should consider closing bridges and creating cul-de-sacs where negative impacts can be minimized. This action would be considered under detailed

review and in specific circumstances. Environmental Assessments and consultation with residents may be required.

**Potential projects, strategies and policies include:**

- Develop and apply a streamlined process to prioritize investment in bridge and structure replacement based on risk.

## 4.4 Safety

### Speeding is a major concern

Improving road safety has been a long-term yet growing priority among Ontario municipalities including Meaford. Speeding has been flagged by the public and stakeholders as a major concern. The relationship between speeds and severity of collisions has been well established, particularly for vulnerable road users (i.e. pedestrians and cyclists). Enforcement of speeding is constrained by the availability of OPP officer time and budget. While enforcement continues to be a key tool, there are other strategies such as traffic calming and design standards that can encourage lower speeds.

Traffic calming includes applications such as speed bumps, raised crosswalks, chicanes and other diversions, and narrow traffic lanes which communicate with and force drivers to travel at safer speeds, which improves safety outcomes for all road users. In rural areas, speed control and traffic calming typically means defining transition areas that clearly signal to drivers that they are entering populated areas or areas with mixed traffic (i.e. road cyclists) and to reduce their speed to limit potential conflicts. While effective tools, traffic calming is expensive to implement, can be counter-productive (e.g. increasing accidents, or affecting emergency response times), and must be studied on a case-by-case basis. It should be noted that traffic calming can also help address occurrence of cut-through traffic.

Interim Traffic Calming Measures were presented to Meaford Council in June 2020. The TMP will review and build upon that to improve the process of implementing traffic calming elements.

**Potential projects, strategies and policies include:**

- Develop a traffic calming policy and process to guide the installation of traffic calming elements in a transparent and systemic manner (to be completed as part of this TMP).
- Implement speed controls, safety infrastructure, reconstruction, and/or pedestrian infrastructure at select locations known to be a concern:
    - Pearson St and Ridge Rd,
    - Miller Street (east of Pearson St),

  - St. Vincent St,
  - Grandview Dr and Lakeshore Rd,
  - Aiken St and Grant Ave, and
  - The area of Centre St, Union St and Louisa St
- Identify guidelines for determining appropriate posted speed limits and identify locations where posted speed limits can be effectively lowered (to be completed as part of this TMP).
- Review best practices and warrants for identifying community safety zones (to be completed as part of this TMP).
- Develop guidelines for installing roadside safety devices (to be completed as part of this TMP).

## Safety improvements are needed at intersections

The municipal road network has intersections and geometries that were constructed in decades past when road design standards were lower. It is not financially feasible to address all locations, even looking through to the 2045 horizon. Safety concerns are regularly raised to Meaford Council and staff and have been submitted through the TMP engagement process. Several intersections with irregular configurations or sightline issues have been identified. Modifications to these intersections will help improve traffic flow and road safety. Consideration for roundabouts at new or upgraded intersections should be given. Roundabouts typically reduce severe and injury collisions though collision numbers can increase.

**Potential projects, strategies and policies include:**

- Collect 5-year collision data on bi-annual basis to identify problem locations.
- Undertake a municipality-wide safety study to prioritize intersections for treatment based on collision history.
- Implement roundabouts as an alternative to signals, as they can encourage slower speeds and signal entry to urban areas.
- Undertake a traffic safety reviews at S Sykes St & St. Vincent St and conduct preliminary roundabout analysis to determine if a roundabout is a preferred alternative to existing traffic signals. If preferred, construct a roundabout at the intersection of S Sykes St & St. Vincent St to create a gateway to urban Meaford, slowing speeds, improving intersection safety and providing a clear indicator to drivers that the function of the road is changing.

- Study problem intersections and corridors for potential modifications to traffic flow through closing segments or creating one-way segments. Preliminary locations identified include:
  - Convert Berry Street to one-way operation to remove sightline issues.
  - Convert Miller Street to one-way operation and re-purpose remaining space for safety improvements (i.e. sidewalks, guiderails).
  - Close Coleman Street east of Sykes Street to restrict unsafe movements.
- Conduct sight distance reviews at the following locations:
  - Berry St & S Sykes St,
  - Ford Ave & N Sykes St,
  - Sideroad 22 & Concession Rd 6, and

## 4.5 New Technology

### Monitor emerging technologies and support electric vehicles

The need for being nimble and adaptable is an important trait for a municipality in an age of rapid technological change. Some of the most impactful trends in mobility recently have been driven by digital technology advancements that support automated, electric, connected, and shared transportation options. While many of these advancements have focused on large, dense urban centres, they also provide new opportunities for Meaford to move toward its vision for sustainable mobility.

**Potential projects, strategies and policies include:**

- Work with Grey County to investigate the feasibility an on-demand transit service for local trips leveraging modern trip-booking, dispatching and payment processing technologies.
- Pilot the deployment automated vehicle as an upgrade to Meaford Moves+ mobility service.
- Install electric vehicle charging stations to support local EV usage and welcome tourists using EVs.

# 5 Preliminary Solutions

The Municipal Class Environmental Assessment master plan process requires identifying and evaluating alternative planning solutions from a high level, considering the various trade-offs and network impacts that occur across a broader geography. For the Meaford TMP, preliminary planning solutions were developed by building on the various potential strategies outlined in Section 4. These represent possible approaches to address the needs and opportunities outlined above.

Three preliminary planning solutions have been identified:

1. **Maintain existing infrastructure:** A minimum-cost approach that maintains the existing transportation assets and avoids the cost of any new significant infrastructure. Minor operational improvements, new policy directions and travel demand management measures are included under this planning solution.
2. **Improve the road network:** Focus investment on growing and upgrading the road network. Widen roads where traffic growth becomes an issue and construct new roads such as the downtown bypass and the new east-west connection in southern Meaford. Additional focus would entail upgrading rural roads to a higher standard, paving gravel roads and accelerating bridge rehabilitation work.
3. **Invest in active transportation:** Focus on growing active transportation and transit usage through infrastructure investment and travel demand management policies. Construct on-street cycling facilities in the urban area, paved shoulders in the rural area and expand the off-street trail network. Complete the sidewalk network in the urban area, including a focus on providing first and last mile connections to transit stops.

These preliminary solutions will be refined and evaluated in the next step of the TMP study. This is detailed in the Alternative Solutions report, where a preferred solution is identified.

# 6 Summary and Next Steps

This document forms the second of four major deliverables in the development of the Meaford Transportation Master Plan. It builds on the Existing Conditions report and incorporates the first round of public and stakeholder input. Through an examination of projected future conditions and the development of the TMP's vision and specific objectives, needs and opportunities were identified that the TMP should address. They are as follows:

- Adapting the road network to accommodate growth;
- Supporting active transportation as a community health objective;
- Supporting regional transit initiatives;
- Improving the rural road network to better support the agricultural economy;
- Improving management of truck movements;
- Improving maintenance practices;
- Prioritizing bridge and structure renewal;
- Addressing speeding concerns;
- Improving safety at intersections; and
- Monitoring emerging transportation technologies.

Responding to these needs and opportunities, a wide range of potential strategies were developed that support the TMP's vision and goals. These were grouped into themes as follows:

- **Mobility:** Strategies to provide enhanced travel choice and connections within Meaford (e.g. new sidewalks, upgraded pedestrian crossings, new cycling routes, new or upgraded roads, operational upgrades) to accommodate growth and tourism.
- **Goods movement**: Strategies to maintain and improve the rural road network (e.g. rural paved loop, new east-west connection) and to reduce the adverse impacts of trucks (e.g. downtown bypass).
- **Maintenance:** Strategies to improve maintenance and operations practices for roads and bridges.
- **Safety:** Strategies to address speeding concerns (e.g. traffic calming) and other safety needs (e.g. roadside safety devices, intersection reviews).
- **New technology:** Strategies to leverage new technologies, (e.g. new service providers, transit-on-demand, electric vehicles and connected and autonomous vehicles).

Among these, several key potential initiatives were identified to be further explored in subsequent phases of the study:

- Undertake a core area traffic study,
- Upgrade rural roads to better support increased year-round traffic, the agricultural industry and goods movements, including a “paved loop”, new east-west road, and downtown truck bypass;
- Implement intersection improvements through operational changes, safety reviews, and roundabout construction; and
- Proceed with key tasks under the scope of this TMP, including development of pedestrian and cycling network, goods movement strategy and traffic calming policy.

The next step in the study is to develop an evaluation framework and assess the preliminary planning solutions developed to address these needs and opportunities. The planning alternatives will be assessed against the vision and goals of the study as well as environmental assessment criteria in order to identify the preferred solution. Recommendations for infrastructure, policies and strategies will be refined, forming the ultimate Transportation Master Plan based on the preferred solution.

# Appendix A – Plan and Policy Excerpts

November 20, 2020

# Appendix A: Plan and Policy Excerpts

The following vision statements, goals, objectives and other passages were influential in the development of the Meaford TMP's vision and goals.

## Meaford TMP Request for Proposals

- The goal will be to develop and enhance the transportation network to help establish the Municipality of Meaford as a leader in: building, preserving and enhancing livable communities; economic development; tourism; sustainable transportation practices; and the emerging shared economy.

## Meaford Official Plan

- **A2.6.1 Goal:** It is a goal of this Plan to ensure that all infrastructure, including […] pedestrian and cycling supportive facilities and roads meet the needs of present and future residents and businesses.
- **A2.6.1 Strategic Objective 3:** To encourage the establishment of an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking, cycling, other human-powered modes, automobiles and trucks.
- **A2.9.2 Strategic Objective 7:** To encourage reductions in the use of private automobiles by promoting active transportation and the use of Transportation Demand Management measures, such as public transit, cycling and walking.
- **D2.1 Transportation Objectives:** It is the intent of this Plan to:
  - facilitate the movement of both people and goods to and from the various communities within the Municipality and to and from adjacent municipalities.
  - provide for facilities that support active transportation within the Municipality of Meaford
- **D2.6.1 Active & Alternative Transportation Objectives:**
  - To recognize that public safety and security must be encouraged in the planning and design of sidewalks and walkways
  - To ensure that that the design of transportation facilities considers the need to provide safe, convenient and attractive sidewalks and walkways.
  - To design roads that ensure the safety of all users.
  - To develop a connected system of regional trails and bike-friendly streets/lanes/paths to permit linkages between municipalities.

## Meaford Council Strategic Priorities 2019-2022

- **Vision:** THE place to be on Southern Georgian Bay.
- **Mission:** Provide leadership and effective governance in the delivery of quality, sustainable services.
- **Values:** Respect – Inclusive, Open and Empathetic, Integrity – Honest, Ethical and Accountable, Community – Common Good, Resilient and Authentic
- **Strategic Focus Areas:**
  - Ensuring Sustainability
  - Growing our Economy
  - Investing in Infrastructure
  - Strengthening our Community

## Sustainable Meaford

- **Goal:** Develop an accessible, efficient, integrated, multi-modal transportation network.
- **Goal:** Ensure Meaford's municipal transportation system is environmentally and economically responsible
- **Goal:** Create a multi-modal transportation network which strongly supports active transportation and the ages and abilities of all residents to promote a healthy community

## Grey County Official Plan

- **Move Grey** considers how we move people, goods, and information into, out of, and through the County. Grey County is a large area and moving around the County can be a challenge. We need to ensure that we have the transportation, services, and technology in place to support the needs of our residents, tourists, and businesses, so we can grow and thrive.

## Grey County Transportation Master Plan

- **Goal #1:** Create a vision for all modes of transportation in Grey County, with a particular focus on encouraging active transportation options (cycling, walking/running).

## Grey County Council Strategic Plan 2017-2019

- **Vision:** To be the place where people feel genuinely at home and naturally inspired - enjoying an exceptional blend of active healthy living and economic opportunity.
- **Goal 2 – Support Healthy, Connected Communities:** Improve the physical, operational and virtual connections between Grey County's municipalities and areas beyond to strengthen communities and improve the quality of life for residents.

# Appendix B – Traffic Generation Estimates

November 20, 2020

# Appendix B – Traffic Generation Estimates

Appendix B.1: Proposed Development Trip Generation Estimates by Development Phasing and Traffic Peak Hour

| ID | Project Name | Phasing | Trip Rates | | | Trips | | |
|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | SAT | AM | PM | SAT |
| 1 | 18 Boucher Street West | Short | 0.47 / room | 0.60 / room | 0.72 / room | 3 | 4 | 4 |
| 2 | Cook Street | Short | 0.46 / unit | 0.56 / unit | 0.70 / unit | 5 | 6 | 8 |
| 3 | Golf Course | Short | 0.46 / unit | 0.56 / unit | 0.70 / unit | 18 | 22 | 28 |
| 4 | Meaford Community School | Short | 0.46 / unit | 0.56 / unit | 0.70 / unit | 12 | 15 | 18 |
| | | | 0.19 / bed (Long Term Care) | 0.26 / bed (Long Term Care) | 0.27 / bed (Long Term Care) | 24 | 33 | 35 |
| | | | 0.20 / unit (Seniors Residence) | 0.26 / unit (Seniors Residence) | 0.33 / unit (Seniors Residence) | 24 | 31 | 40 |
| 5 | School | Short | 0.67 / student (Elem. School) | 0.17 / student (Elem. School) | - | 215 | 55 | - |
| | | | 0.52 / student (Sec. School) | 0.14 / student (Sec. School) | 0.10 / student (Sec. School) | 370 | 100 | 71 |
| 6 | Terrace Wood | Short | 0.74 / unit | 0.99 / unit | 0.93 / unit | 19 | 26 | 24 |
| 7 | Trowbridge Street West Commercial/ Residential | Short | 0.46 / unit | 0.56 / unit | 0.70 / unit | 1 | 1 | 1 |
| 8 | Collingwood St | Medium | 0.36 / unit | 0.44 / unit | 0.44 / unit | 25 | 31 | 31 |
| 9 | Knights of Meaford | Medium | 0.36 / unit | 0.44 / unit | 0.44 / unit | 41 | 51 | 51 |
| 10 | Legion | Medium | 0.46 / unit | 0.56 / unit | 0.70 / unit | 28 | 34 | 42 |
| 11 | Loon Call | Medium | 0.74 / unit | 0.99 / unit | 0.93 / unit | 155 | 208 | 195 |
| 12 | Golf Course | Long | 0.46 / unit | 0.56 / unit | 0.70 / unit | 14 | 17 | 22 |
| 13 | Meaford Haven | Long | 0.46 / unit | 0.56 / unit | 0.70 / unit | 184 | 224 | 280 |
| 14 | Nelson Street East (25-39) | Long | 0.30 / unit | 0.36 / unit | 0.86 / unit | 14 | 16 | 39 |
| 15 | Sykes St (35-47) | Long | 0.30 / unit | 0.36 / unit | 0.86 / unit | 16 | 19 | 45 |
| 16 | Pinehurst | Long | 0.74 / unit | 0.99 / unit | 0.93 / unit | 20 | 27 | 25 |
| | | | | | **Short Term** | **691** | **293** | **229** |
| | | | | | **Medium Term** | **249** | **324** | **319** |
| | | | | | **Long Term** | **248** | **303** | **411** |

Appendix B.2 Proposed Development Trip Generation Estimates by Development Phasing and Traffic Peak Hour

| ID | Project Name | Phasing | Trip Rates | | | Trips | | |
|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | SAT | AM | PM | SAT |
| 17 | Back Forty Glamping | Short | - | - | - | - | 12 | 24 |
| 18 | Chatsworth Cidery | Short | - | - | - | 20 | 40 | N/A |
| 19 | Georgian Heights Church | Short | 0.33 / 1,000 sq.ft. | 0.49 / 1,000 sq.ft. | 2.78 / 1,000 sq.ft. | 2 | 2 | 14 |
| 20 | Queen's Bush Estates - Phase 2 | Short | 0.74 / unit | 0.99 / unit | 0.93 / unit | 30 | 40 | 37 |
| 21 | Parkbridge | Short | 0.46 / unit | 0.56 / unit | 0.70 / unit | 23 | 28 | 35 |
| | | Medium | 0.46 / unit | 0.56 / unit | 0.70 / unit | 115 | 140 | 175 |
| | | Long | 0.46 / unit | 0.56 / unit | 0.70 / unit | 322 | 392 | 490 |
| | | | | | **Short Term** | **75** | **122** | **110** |
| | | | | | **Medium Term** | **115** | **140** | **175** |
| | | | | | **Long Term** | **322** | **392** | **490** |

# Appendix C – Development Details and Assumptions

November 20, 2020

**IBI GROUP** REPORT
Meaford Transportation Master Plan: Needs and Opportunities
Prepared for Municipality of Meaford

November 20, 2020

# Appendix C – Development Details and Traffic Impacts

Exhibit C.6.1: Proposed Development Details and Assumptions in Meaford as of February 2020

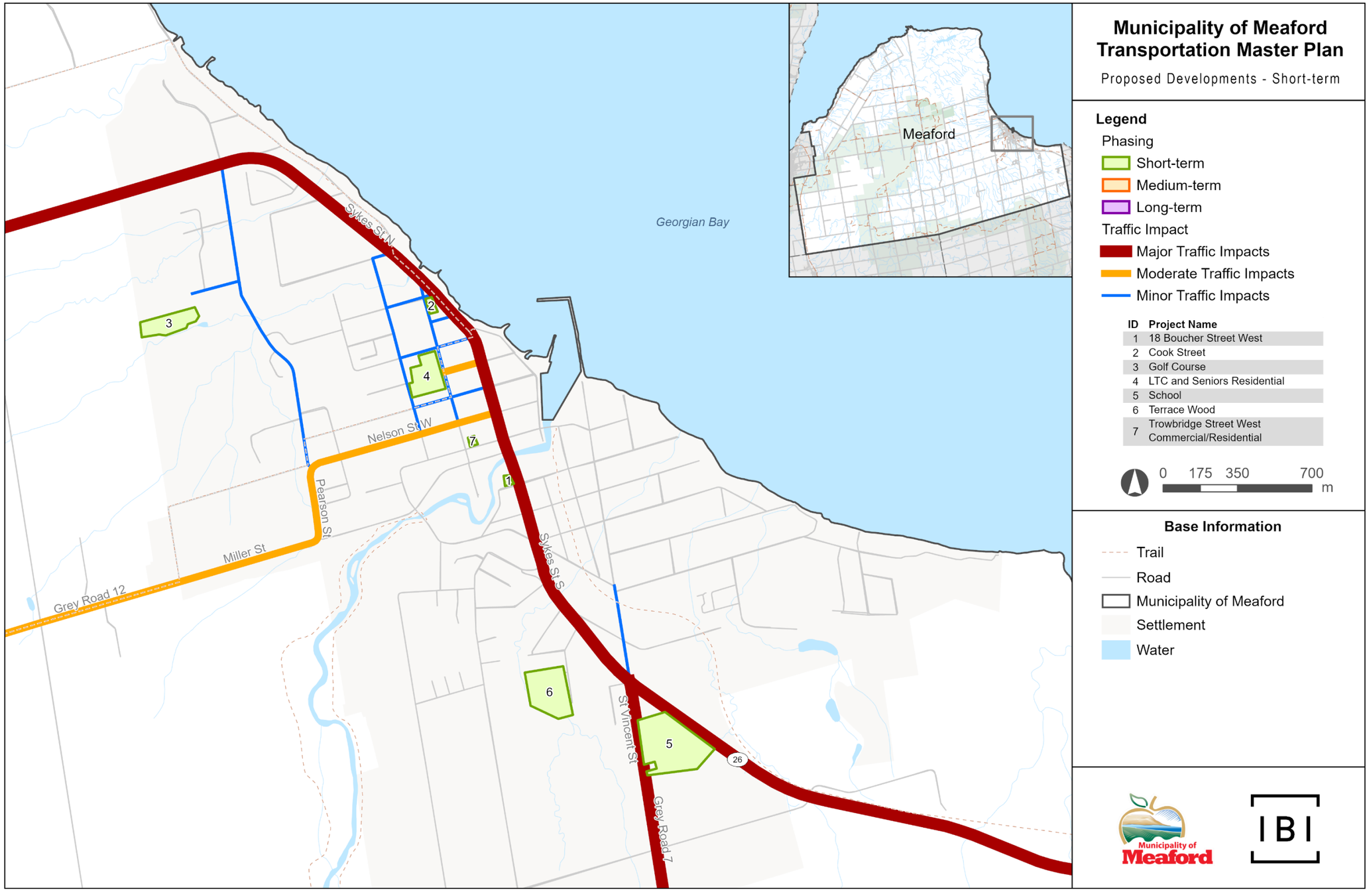
| ID | Project Name | Status | Res. Units | Phasing | Area | Project Description |
|---|---|---|---|---|---|---|
| 1 | 18 Boucher Street West | Awaiting Site Plan | | Short | Urban | 6-unit boutique hotel |
| 2 | Cook Street | Awaiting Site Plan | 11 | Short | Urban | Residential development |
| 3 | Golf Course | Site Plan Approved (In Construction) | 40 | Short | Urban | Residential development |
| 4 | Meaford Community School | Pre-consultation | 274 | Short | Urban | 274-unit seniors care campus |
| 5 | School | Site Plan Approved (In Construction) | | Short | Urban | Consolidated elementary and secondary school |
| 6 | Terrace Wood | Registered (In Construction) | 26 | Short | Urban | Residential development |
| 7 | Trowbridge Street West Commercial/Residential | Site Plan Approved | 2 | Short | Urban | Mixed-use development with 2 dwelling units and ground floor commercial uses |
| 8 | Collingwood St | Pre-consultation (Advertised for sale) | 70 | Medium | Urban | Residential condominium development |
| 9 | Knights of Meaford | Pre-consultation (Advertised for sale) | 115 | Medium | Urban | Residential development |
| 10 | Legion | Pre-consultation (Advertised for sale) | 60 | Medium | Urban | Residential development |
| 11 | Loon Call | Pre-consultation | 210 | Medium | Urban | Residential development |
| 12 | Golf Course | Applications in Progress | 31 | Long | Urban | Residential development |
| 13 | Meaford Haven | Draft Plan Approved (Advertised for sale) | 400 | Long | Urban | Residential development |
| 14 | Nelson Street East (25-39) | Awaiting Site Plan | 45 | Long | Urban | Mixed-use development with 45 dwelling units and ground floor commercial uses. |
| 15 | Sykes Street (35-47) | Awaiting Site Plan | 52 | Long | Urban | Mixed-use development with 52 dwelling units and ground floor commercial uses. |
| 16 | Pinehurst | Unknown | 27 | Long | Urban | Residential development |

| ID | Project Name | Status | Res. Units | Phasing | Area | Project Description |
|---|---|---|---|---|---|---|
| 17 | Back Forty Glamping | Applications in Progress | | Short | Rural | 8-unit private cabin rental establishment |
| 18 | Chatsworth Cidery | Applications in Progress | | Short | Rural | On-farm cidery |
| 19 | Georgian Heights Church | Applications in Progress | | Short | Rural | Shared place of worship and private school |
| 20 | Queen's Bush Estates – Phase 2 | Registered (In Construction) | 43 | Short | Rural | Residential development |
| 21 | Parkbridge – Phase 1 | Pre-consultation (EA in process) | 50 | Short | Rural | Large-scale residential neighbourhood development |
| | Parkbridge – Phase 2 | | 250 | Medium | | |
| | Parkbridge – Phase 3 | | 700 | Long | | |
| 22 | Plaza Redevelopment | Pre-consultation | | Short | Urban | Commercial development |
| 23 | Stanley Knights | Pre-consultation | | Medium | Urban | n/a |
| 24 | Mac-Lads Industrial | Pre-consultation | | Medium | Urban | Industrial development |
| 25 | 142 Susan Street - Tosello | Awaiting Site Plan | | Long | Urban | n/a |
| 26 | 365 Sports | Awaiting Site Plan | | Long | Urban | n/a |
| 27 | 74 Bayfield Street | Pre-consultation (Advertised for sale) | | Long | Urban | n/a |
| 28 | Mac-Lads Commercial/Industrial Lot | Awaiting Site Plan | | Long | Urban | Commercial/industrial development |
| 29 | Meaford Highlands Resort | Applications in Progress (Dormant) | | Long | Rural | n/a |
| 30 | Winery | Applications in Progress | | Long | Rural | n/a |

Short-term phase = built by 2025; Medium-term phase = built by 2030; Long-term phase = built by 2045.

Note: The Parkbridge development is a major project expected to take over 20 years to fully build out. It has been divided into three phases for the purposes of this study.

Short-Term Development Traffic Impacts to Meaford Urban Area




## Municipality of Meaford Transportation Master Plan

Proposed Developments - Short-term

**Legend**

Phasing
- Short-term
- Medium-term
- Long-term

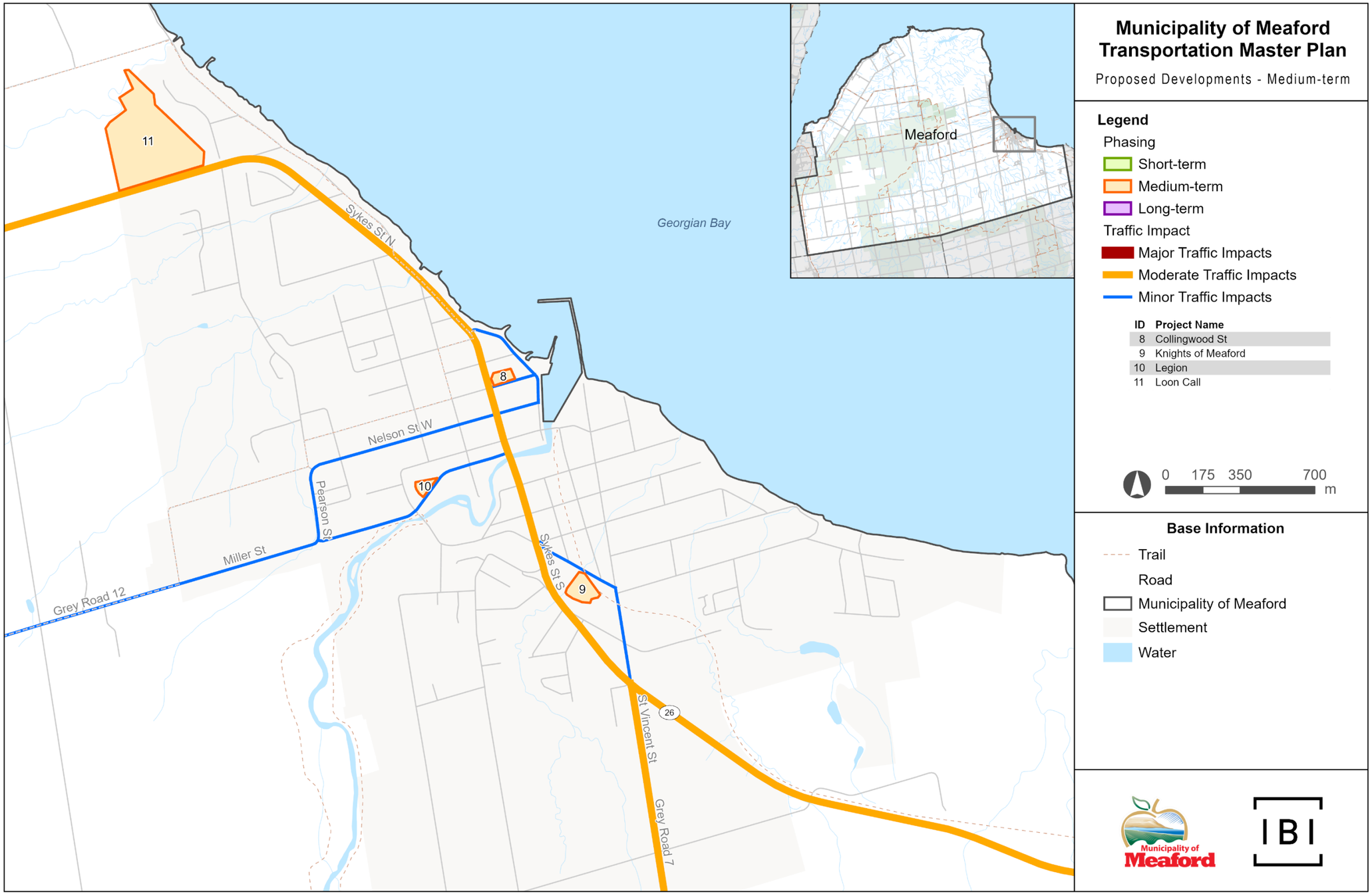
Traffic Impact
- Major Traffic Impacts
- Moderate Traffic Impacts
- Minor Traffic Impacts

| ID | Project Name |
|---|---|
| 1 | 18 Boucher Street West |
| 2 | Cook Street |
| 3 | Golf Course |
| 4 | LTC and Seniors Residential |
| 5 | School |
| 6 | Terrace Wood |
| 7 | Trowbridge Street West Commercial/Residential |

0 175 350 700 m

**Base Information**
- Trail
- Road
- Municipality of Meaford
- Settlement
- Water

Medium-Term Development Traffic Impacts to Meaford Urban Area




**Municipality of Meaford Transportation Master Plan**

Proposed Developments - Medium-term

**Legend**

Phasing
- Short-term
- Medium-term
- Long-term

Traffic Impact
- Major Traffic Impacts
- Moderate Traffic Impacts
- Minor Traffic Impacts

| ID | Project Name |
|---|---|
| 8 | Collingwood St |
| 9 | Knights of Meaford |
| 10 | Legion |
| 11 | Loon Call |

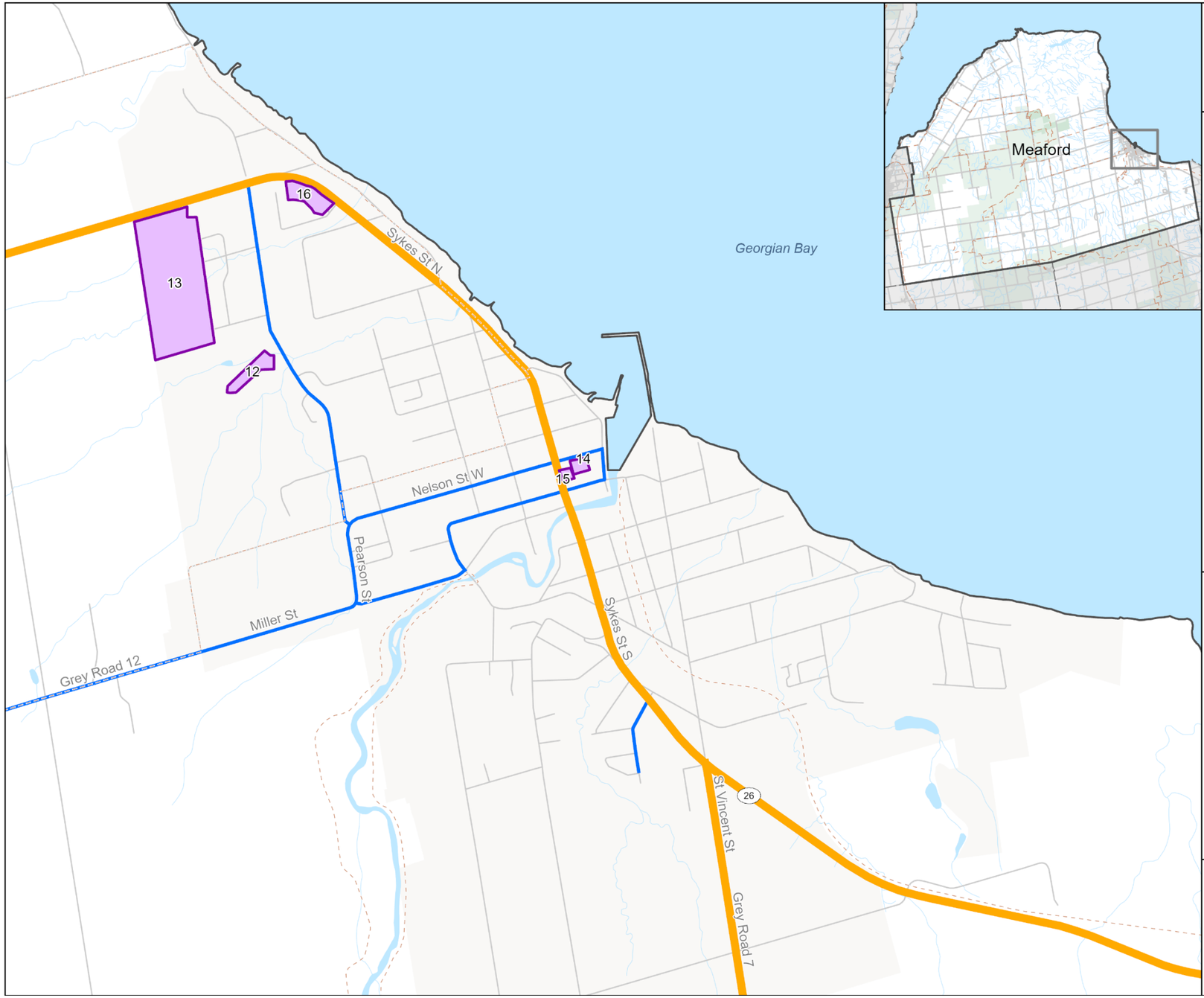
0 175 350 700 m

**Base Information**
- Trail
- Road
- Municipality of Meaford
- Settlement
- Water

Municipality of Meaford

IBI

Long-Term Development Traffic Impacts to Meaford Urban Area




## Municipality of Meaford Transportation Master Plan

Proposed Developments - Long-term

**Legend**

Phasing
- Short-term
- Medium-term
- Long-term

Traffic Impact
- Major Traffic Impacts
- Moderate Traffic Impacts
- Minor Traffic Impacts

| ID | Project Name |
|---|---|
| 12 | Golf Course Residential |
| 13 | Meaford Haven |
| 14 | Nelson Street East (25-39) |
| 15 | Sykes Street (35-47) |
| 16 | Pinehurst |

0 175 350 700 m

**Base Information**
- Trail
- Road
- Municipality of Meaford
- Settlement
- Water



Appendix C

# Alternative Solutions

Municipality of Meaford

# Transportation Master Plan

July 2021

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# 1 Introduction

The Municipality of Meaford is developing its first Transportation Master Plan (TMP). The TMP is a strategic long-term plan guiding investment in transportation infrastructure and guidance on supporting strategies and policies. The TMP is a plan for responding to changing demographics, growing tourist and seasonal traffic, aging infrastructure, and increasing demand for safe walking, cycling, and recreational travel infrastructure.

## 1.1 About This Report

This report builds on the Existing Conditions report and the Needs and Opportunity report that were prepared in earlier stages of the study. In the Needs and Opportunities report, the vision and goals for the study were established, future conditions were projected and assessed, transportation needs and opportunities were outlined, and preliminary solutions and strategies were identified. The study process is summarized in Exhibit 1.1.

Exhibit 1.1: Study Process




This report documents the next steps in the TMP study, including:

- Outlining the **Municipal Class Environmental Assessment** requirements and how the TMP fits into this process.
- Expanding upon the **alternative solutions** identified in the Needs and Opportunities report.
- Developing a **multi-criteria evaluation framework** and assessing the alternative solutions.
- Choosing the **preferred alternative** solution.

# 2 Municipal Class Environmental Assessment Process

## 2.1 Overview

The *Environmental Assessment Act,* R.S.O. 1990, c. E.18 establishes the basis for environmental assessments (EA) undertaken in Ontario. The *Act* identifies two planning and approval processes: Individual EAs and Class EAs.

The Meaford Transportation Master Plan follows the latter. The Municipal Class Environmental Assessment (MCEA) process is described in the Municipal Engineers Association Municipal Class EA manual. There are five key principles of a successful Class EA study:

- **Consulting with affected parties** to ensure the planning process is a cooperative venture early in the study and throughout.
- **Considering a broad range of alternative planning solutions**, including a "Do Nothing" alternative as a benchmark to which the impacts of other alternatives can be compared.
- **Identifying impacts** of each alternative on the natural, social, economic, cultural, and built environment.
- **Systematically assessing** the alternatives and their relative advantages, disadvantages and net environmental impacts.
- **Providing clear and complete documentation** and traceable decision-making.

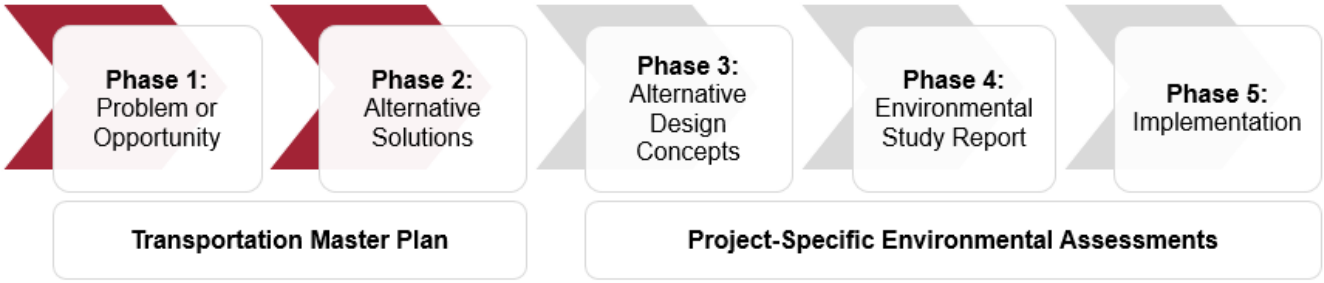
The Class EA approach is undertaken through five phases: Problem or opportunity, alternative solutions, alternative design concepts, environmental study report and project implementation.

## 2.2 Master Plan Approach

As an alternative to conducting environmental assessments on a project by project basis, the Master Plan approach allows for the consideration of a group of interrelated projects or interconnected system, such as a community's transportation system. The approach can be integrated with the Class EA process such that the Master Plan fulfils, at a minimum, Phases 1 and 2 of the MC EA process for the individual projects within the master plan.

The Meaford TMP will follow the approach that results in the final TMP being prepared at the completion of Phases 1 and 2. This process is outlined in Exhibit 2.1. The Needs and Opportunities report fulfills the requirements of Phase 1, outlining Meaford's transportation needs, issues and opportunities that will be addressed by the preferred alternative solution. The requirements of Phase 2 are fulfilled by this report, which details and assesses the range of alternative solutions.

Exhibit 2.1: Municipal Class EA Planning Process




A key step in the process is consultation with the public and stakeholders. It is vital to the study that residents and stakeholders are engaged in the planning process throughout the study and given an opportunity to contribute in a meaningful way. The Meaford TMP study includes two major points of consultation, plus ongoing online engagement that allows members of the public to contact the project team at any time throughout the study. The two major points of consultation align with the identification of the problem or opportunity and the presentation of the draft recommendations corresponding to the preferred alternative solution.

# 3 Needs and Opportunities

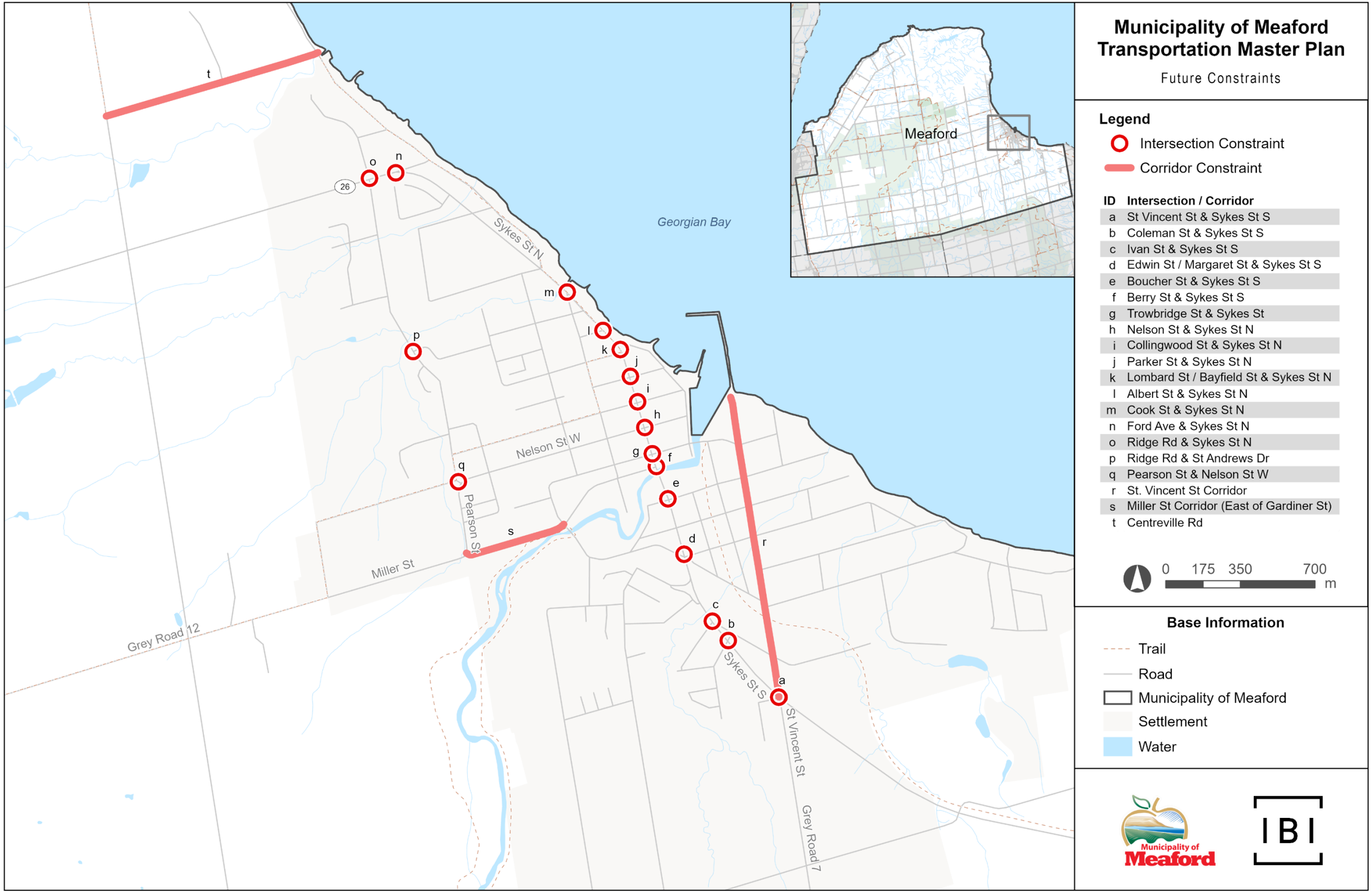
Fulfilling Phase 1 of the Municipal Class Environmental Assessment Process, Meaford's transportation needs and opportunities were identified in detail in the Needs and Opportunities report. These are summarized as follows:

- Adapting the road network to accommodate growth:
  - Capacity or operational improvements along Sykes St (Highway 26), St. Vincent St (Grey Road 7), Nelson St (Grey Road 12), Pearson St/Ridge Rd
  - Rural road surface upgrades (Side Rd 8, Concession Rd 2)
  - New or upgraded east-west route south of urban Meaford
- Supporting active transportation as a community health objective:
  - Prioritized sidewalk gap infill construction
  - Sidewalk and sidewalk ramp retrofits to meet AODA standards
  - New pedestrian crossovers along Sykes St and Nelson St
  - Expanded cycling route network
  - Policy support for active transportation
- Supporting regional transit initiatives:

    - First and last mile enhancements
- Improving the rural road network to better support the agricultural economy:
    - Rural road surface upgrades
    - Paved shoulder policy
- Improving management of truck movements:
    - Downtown Meaford bypass route
    - Road classification system and/or truck routes
- Improving maintenance practices:
    - Adjusted maintenance and upgrade priorities that consider economic output as a factor
- Prioritizing bridge and structure renewal:
    - Consideration of alternative structure types
    - Process to prioritize investment in bridge repair based on risk
- Addressing speeding concerns:
    - Traffic calming policy and process
    - Traffic calming implementation and/or pedestrian infrastructure along Pearson St, Ridge Rd, St. Vincent St, Grandview Dr, Lakeshore Rd, Aiken St, Grant Ave, Centre St, Union St, and Louisa St
    - Updated policies and guidelines for roadside safety devices, community safety zones, one-way streets and speed limits
- Improving safety at intersections:
    - Traffic safety and/or sight distance reviews at key intersections including Sykes St and St. Vincent St, Sykes St and Berry St, Sykes St and Coleman St; and Sykes St and Ford St
- Monitoring emerging transportation technologies:
    - Leverage new technologies for opportunities to lessen car-dependency

A review of traffic operations and projected traffic growth identified specific needs and issues with the road network. These are presented in Exhibit 3.1 and Exhibit 3.2. Additional details can be found in the Needs and Opportunities report.

Exhibit 3.1: Future Constrained Intersections and Corridors – Urban




## Municipality of Meaford Transportation Master Plan

Future Constraints

**Legend**

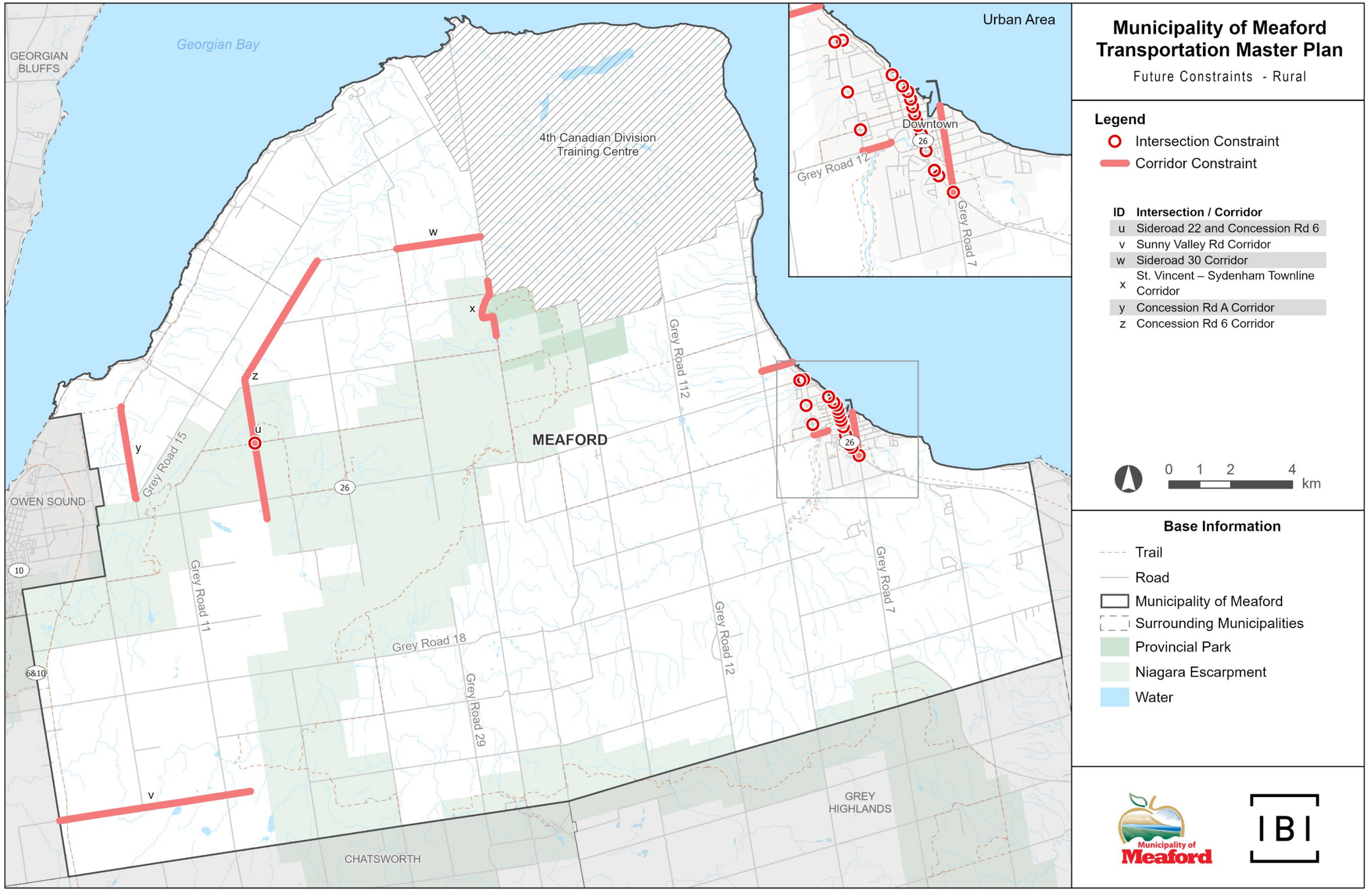
- Intersection Constraint
- Corridor Constraint

| ID | Intersection / Corridor |
|---|---|
| a | St Vincent St & Sykes St S |
| b | Coleman St & Sykes St S |
| c | Ivan St & Sykes St S |
| d | Edwin St / Margaret St & Sykes St S |
| e | Boucher St & Sykes St S |
| f | Berry St & Sykes St S |
| g | Trowbridge St & Sykes St |
| h | Nelson St & Sykes St N |
| i | Collingwood St & Sykes St N |
| j | Parker St & Sykes St N |
| k | Lombard St / Bayfield St & Sykes St N |
| l | Albert St & Sykes St N |
| m | Cook St & Sykes St N |
| n | Ford Ave & Sykes St N |
| o | Ridge Rd & Sykes St N |
| p | Ridge Rd & St Andrews Dr |
| q | Pearson St & Nelson St W |
| r | St. Vincent St Corridor |
| s | Miller St Corridor (East of Gardiner St) |
| t | Centreville Rd |

**Base Information**

- Trail
- Road
- Municipality of Meaford
- Settlement
- Water

Exhibit 3.2: Future Constrained Intersections and Corridors – Rural

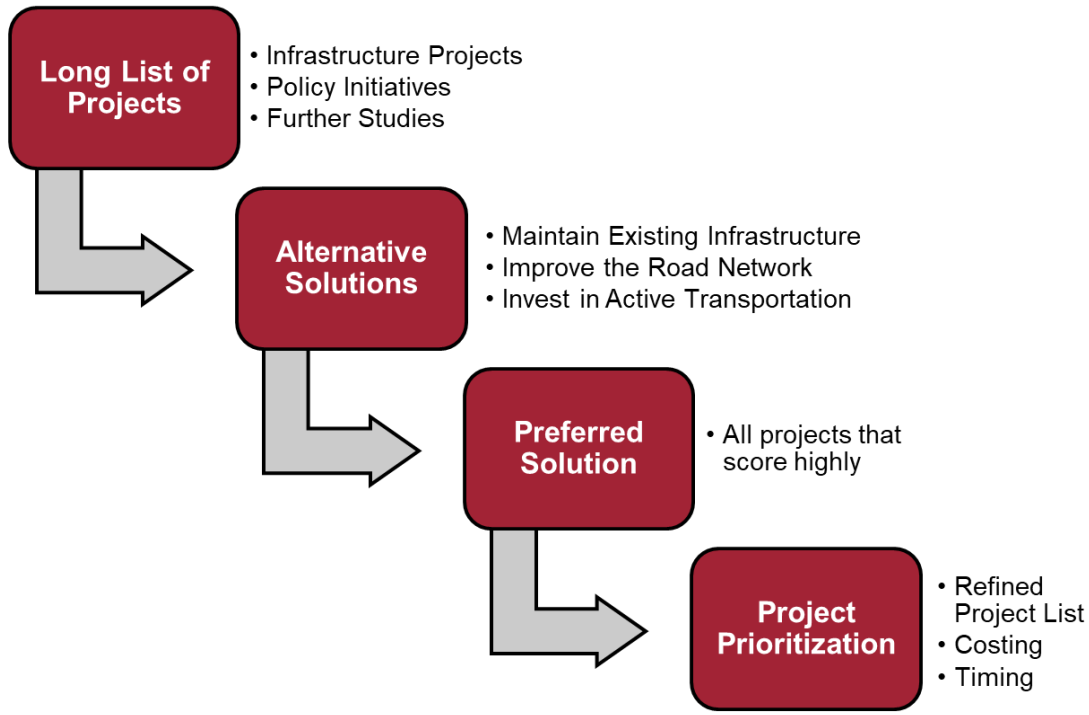


# 4 Alternative Solution Assessment

## 4.1 Evaluation Process

A step-down process was used to further develop and evaluate the alternative solutions. The process began by identifying the "long list" of potential projects (based on the Needs and Opportunities report) and by assigning each project to one of the alternative solutions. The next steps were to evaluate the alternatives and individual projects and identify the preferred solution. The process is outlined in Exhibit 4.1 and further detailed below.

Exhibit 4.1: Alternative Solutions Step-Down Evaluation Process




The process involved the following steps:

- **Long List of Projects:** The "long list" was derived from the needs and potential strategies outlined in the Needs and Opportunities report. Additional potential projects have been added as appropriate. The long list represents all of the possible projects that have been identified to this point.
- **Alternative Solutions:** Three alternative solutions were identified in the Needs and Opportunities report and have been carried forward to this report to be further developed. Projects from the long list have each been assigned to the suitable alternative solutions. This is detailed in Section 4.2. The alternative solutions were each evaluated

collectively against the criteria (detailed in Section 4.4). This evaluation can be found in Section 4.3. In this case, it was determined that none of the three alternative solutions sufficiently address Meaford's needs. This required an additional step in order to develop the preferred solution.

- **Preferred Solution:** To develop the preferred solution, individual projects were each assessed against the same criteria. Projects that scored above a specific threshold, or were otherwise justifiable, were carried forward and will form the "short list" of projects and the preferred solution. This is detailed in Section 5.
- **Project Prioritization:** The identification of the "short list" of projects to carry forward leads to the final step in the TMP process. The list of projects will be organized and packaged into actionable items and prioritized. Costs and proposed timing will be developed. This step occurred following the completion of the steps documented in this report. The output of this step forms the draft Transportation Master Plan.

## 4.2 Alternative Solutions and Long List of Projects

The following alternative solutions build upon the preliminary solutions identified in the Needs and Opportunities report. Additionally, the long list of potential projects, policies and studies have been sorted into the three planning solutions.

### Alternative #1: Maintain Existing Infrastructure

The "maintain" alternative represents minimum-cost planning strategy that focuses on maintaining the Municipality's existing transportation assets in a state of good repair and avoids the cost of any new significant infrastructure. Minor safety and operational improvements, new policy directions and travel demand management measures are included under this planning solution. The Maintain solution may include the following:

- **Infrastructure Projects:**
  - Convert Berry St to one-way operation between Cook St and Sykes St to eliminate conflicts at the Sykes St intersection.
  - Close Coleman St northeast of Sykes St to reduce turning conflicts at this location.
  - Retrofit sidewalks and sidewalk ramps to meet AODA standards.
- **Policy Initiatives:**
  - Adopt an updated structure prioritization system to prioritize bridge maintenance and repair.

- Adopt a policy that requires commercial developments to provide on-site bicycle parking.
- Adjust maintenance policies to ensure economic output, particularly in the rural areas, is being considered.
- Implement transportation demand management measures (programs or initiatives intended to incentivize off-peak travel or travel by alternative modes).
- Adopt a bylaw to restrict agricultural equipment movement to daylight hours.
- Adopt a heavy truck route network.
- Work with OPP to improve load enforcement.
- Adopt a road classification system to aid in prioritizing maintenance, operations and typical street elements.
- Adopt updated speed limit guidelines and make changes where suitable to increase road user safety.
- Adopt a policy that requires developers to construct sidewalks within the urban area (on new development sites).
- Adopt guidelines for identifying community safety zones.

- **Further Studies:**
  - Speed limit studies with the initial focus on the following corridors: Concession Rd A, Ridge Rd/Pearson Rd, Sideroad 30, St. Vincent-Sydenham Townline, Bayfield St and St. Vincent St. Additional locations may be added in the future.

## Alternative #2: Improve the Road Network

The second alternative focuses transportation investment on growing and upgrading the road network. This includes capacity improvements (e.g. widening roads or intersection operational improvements) where traffic growth becomes an issue and upgrading corridors to handle increased traffic, such as the downtown bypass and the new east-west connection in southern Meaford. Additional focus would entail upgrading rural roads to a higher standard, paving gravel roads and accelerating bridge rehabilitation work. There are no major upgrades to cycling, walking or transit-supportive infrastructure under this scenario. The Road Network scenario may include the following:

- **Infrastructure Projects:**
  - Capacity improvements along Highway 26/Sykes St, Nelson St (Grey Road 12) and St. Vincent St (Grey Road 7).

  - Corridor upgrades along Side Road 8/Concession Road 12 N, and an upgraded east-west connection along existing Side Road 4 and Side Road 10/Gerald Shortt Pkwy).
  - Corridor upgrades on selected goods movement/truck route corridors.
  - New or upgraded road built as a truck bypass for downtown Meaford.
  - Conversion of Miller St to one-way operation or cul-de-sac east of Grey County Road 12.
  - Traffic calming applications where speeding concerns have been identified. Initial locations include along the Pearson St/Ridge Rd corridor, the Grandview Dr/Lakeshore Rd corridor, Miller St, St. Vincent St, Aiken St, Grant Ave and the Centre St/Union St/Louisa St area.
- **Policy Initiatives:**
  - Adopt a paved shoulder policy to account for the movement of oversized agricultural equipment.
  - Adopt updated guidelines for installing roadside safety devices.
  - Adopt traffic calming policy and process to guide the installation of traffic calming elements.
- **Further Studies:**
  - Core area traffic study focused on intersection safety and operations and potential road corridor adjustments (i.e. to one-way operation).
  - Corridor assessment along the Pearson St/Ridge Rd corridor.
  - Downtown parking study.
  - Intersection operations/safety/traffic signal warrant studies at Pearson St & Nelson St, Sykes St & Boucher St, Sykes St & Coleman St, Sykes St & Edwin St/Margaret St, Sykes St & Ivan St and Edwin St & Victoria Cr.
  - Feasibility assessment of a roundabout at the intersection of St. Vincent St, Sykes St & McKibbon Dr.
  - Sight distance reviews at Sideroad 22 & Concession Rd 6, Sykes St & Berry St, Sykes St & Ford Ave intersections and the Sunny Valley Rd corridor.
  - Corridor safety review of Centreville Rd and Concession Rd 6.

### Alternative #3: Invest in Active Transportation

The third alternative focuses on growing active transportation usage through infrastructure investment and travel demand management policies. This includes constructing on-street cycling facilities in the urban area, paved shoulders in the rural area and expanding the off-street trail network. Completing the sidewalk network in the urban area is also a key feature of this alternative solution. Improvements that support transit are also included in this scenario. No road network expansion or upgrading occurs under this scenario. The Active Transportation scenario may include the following:

- **Infrastructure Projects:**
  - Cycling network projects (locations to be determined).
  - Sidewalk infill projects (locations, priority to be determined).
  - Pedestrian crossovers at Nelson St & Noble St, Nelson St & Thompson St, Sykes St & Bayfield St, Sykes St & Boucher St, Sykes St & Coleman St, Sykes St & Grandview Dr, Sykes St & Parker St, Sykes St & Ridge Rd.
  - New bicycle parking at key locations.
  - Electric vehicle charging stations.
- **Policy Initiatives:**
  - Paved shoulder policy for rural cycling routes.
  - Sidewalk policy requiring sidewalks on at least one side of all streets in urban Meaford.
  - Prioritizing first and last-mile support (e.g. sidewalk connections to transit stops, parking areas, bicycle parking, etc.).
- **Further Studies:**
  - Municipality-wide safety study and ongoing safety monitoring program.
  - Monitoring of ongoing AV studies for feasibility of AV-technology being suitable for Meaford Moves+.
  - Feasibility study for on demand transit service in conjunction with Grey County.

## 4.3 Evaluation Framework

The evaluation criteria are derived from the study's vision, goals and directions, which have been shaped through the public and stakeholder consultation process. Each criterion will be evaluated on a three-point scale (low, medium, high) which scores to the degree in which the alternative solution aligns each criterion. The evaluation criteria are:

- **Contributes to creating a more multi-modal transportation system:** A major component of the vision and goals is to transition the Municipality to a more multi-modal approach. Solutions that propose providing increased support for walking, cycling and transit will be scored more favourably.
- **Represents a fiscally-responsible management of transportation infrastructure:** Solutions that propose making better use of existing infrastructure, moving people more efficiently and addressing capital and maintenance needs as thoroughly as possible within a limited funding envelope will be scored more favourably.
- **Enables efficient movement of goods and agricultural equipment:** Solutions that improve the efficiency of goods movement and support the agricultural industry will score more favourably.
- **Improves socio-economic and environmental outcomes:** Solutions that have the potential to improve community wellbeing and health and economic prosperity and tourism, while minimizing negative impacts to the natural environment and supporting climate change mitigation and environmental sustainability will be scored more favourably.

## 4.4 Evaluation of Alternatives

Observations on the four alternative planning solutions are noted below:

- **Alternative #1 (Maintain):** Though this alternative represents the least financial investment, it does not address the community's needs as Meaford grows and its demography and economy shift. The "Maintain" alternative does not help Meaford move towards a more multi-modal transportation system, does not help support economic development and tourism and does not improve socio-economic or environmental outcomes. It should be noted, however, that foregoing the construction of new roads does create a net positive in terms of overall environmental impacts relative to alternatives where road expansion is favoured.
- **Alternative #2 (Road Network):** The roads and bridges alternative focus investment on the road network only, thus does not contribute to creating a more multi-modal transportation system. This alternative does, however, broadly address the needs of the rural community and agricultural industry through improved road access. However, expanding and upgrading the road network comes at significant financial and environmental costs, both upfront and on going, and does not represent a responsible or sustainable approach on either front.

- **Alternative #3 (Active Transportation):** Focusing all capital expansion on active transportation and transit-supportive improvements typically provides a more financially and environmentally sustainable approach, however it does not account for the important needs of rural communities or the agricultural industry. Most travel within and through Meaford today occurs in vehicles and will for the foreseeable future and this alternative does not help address the needs of those travelers. Improved active transportation does, however, have the potential to absorb some of the travel demand growth in the urban areas, and transit can fill a role connecting to neighbouring communities.

Each alternative scenario has been evaluated against the criteria defined in Section 4.3. The evaluation is detailed in Exhibit 4.2. A score of “High” represents a high degree of alignment with the stated criterion, while a score of “Low” represents little or no alignment.

Exhibit 4.2: Alternative Solution Evaluation

| Criteria | Alternative #1: Maintain | Alternative #2: Improve Roads | Alternative #3: Active Transportation |
|---|---|---|---|
| **Contributes to creating a more multi-modal transportation system** | **Low:** Does nothing to improve the status quo of the auto-focused transportation system. | **Low:** Increases overall road capacity and connectivity but does not improve mobility for any other modes. | **High:** Focuses investment on walking and cycling, increasing mobility options for residents and visitors. |
| **Represents a fiscally-responsible management of transportation infrastructure** | **High:** Focuses on maintaining and optimizing existing assets rather than new construction. | **Low:** Road expansion projects are expensive and do not typically represent high return investments. | **Medium:** AT projects are typically lower cost investments and can provide a high return. The alternative ignores road maintenance issues, however. |
| **Enables efficient movement of goods and agricultural equipment** | **Medium:** Improved maintenance practices may improve the efficiency of goods movement. | **High:** Improves conditions for goods movement and agricultural equipment as these predominantly happen on Meaford's roads. | **Low:** Does nothing to improve status quo for goods movement or the agricultural industry. |
| **Improves socio-economic and environmental outcomes** | **Low:** Does nothing to improve status quo in terms of economic development, tourism or environmental impacts. | **Medium:** An improved road network may incentivize economic development however it is likely to worsen environmental outcomes. | **High:** Investments in AT can produce improved health and environmental outcomes and increase tourism appeal. |
| **Overall:** | **Medium** | **Medium** | **Medium** |

# 5 Preferred Solution

Upon review of the alternative planning solutions, it becomes apparent that neither merely maintaining the existing infrastructure as is, nor a singular focus on roads or alternative transportation modes provides an adequate solution for Meaford. All three solutions score “Low” for at least one criterion and all solutions average a “Medium” score overall. In order to develop a plan that meets Meaford’s objectives, an additional alternative will need to be considered that combines the best aspects of each of the discrete alternatives above.

## 5.1 Project Evaluation

In order to create this alternative, projects, policies and strategies were each evaluated for how well they met the evaluation criteria individually. The outcome of this process allowed for the fourth, combined alternative solution to be comprised of the highest scoring projects of from each of the other three alternatives. Individual infrastructure projects, proposed policies and further studies were evaluated against the same criteria as the combined alternatives. Generally, if a project averaged a score of medium or higher, it was carried forward as part of the preferred solution. Further details, including scoring and rationale for carrying-forward or not carrying-forward, are presented in Appendix A.

## 5.2 Combined Approach

An approach constructed from the best aspects of each of the alternative provides the best course toward meeting the Municipality’s and the TMP’s objectives. Targeted investment across all modes of infrastructure where they address specific needs more effectively can be the only possible solution for a community with needs as diverse as Meaford. In the rural areas, road expansion and upgrades can help improve conditions for residents and the agricultural industry, while active transportation improvements focusing on walking in urban Meaford and connections to recreation trails can help meet demand for alternative modes. The preferred solution represents a shift towards a more multi-modal future while recognizing that the road network is the most important transportation asset in Meaford and will be for the foreseeable future. It balances the needs for economic growth, residential growth and tourism with respect for the cultural and natural environments in Meaford. The combined approach has been evaluated against the same criteria as the three initial alternatives. The preferred solution scores highly in each criterion as shown in Exhibit 5.1, comparing the combined approach to the alternatives.

Exhibit 5.1: Preferred Solution Evaluation

| Criteria | Alt #1: Maintain | Alt #2: Roads | Alt #3: AT | Alternative #4: Combined Approach |
|---|---|---|---|---|
| **Contributes to creating a more multi-modal transportation system** | Low | Low | High | **High:** Addresses needs of all modes – strategic road improvements, sidewalk expansion and supporting strategies. |
| **Represents a fiscally-responsible management of transportation infrastructure** | High | Low | Medium | **High:** Focuses investment where it is most needed for all modes and where the biggest benefits are achievable. |
| **Enables efficient movement of goods and agricultural equipment** | Medium | High | Low | **High:** Targets strategic corridors for upgrades in the rural area based on agricultural and goods movement needs. |
| **Improves socio-economic and environmental outcomes** | Low | Medium | High | **High:** Strategic investments aim to support tourism, economic development and mitigate environmental risks. |
| **Overall:** | Medium | Medium | Medium | **High** |

# 6 Summary and Next Steps

This report outlines the alignment of this study with the Municipal Class Environmental Assessment process and Master Plan approach, through the definition of the problem or opportunity statement, the development of alternative planning solutions, the application of transparent and systematic evaluation framework and the identification of the preferred alternative. Key takeaways from this report include the following:

- The TMP is following the Municipal Class Environmental Assessment process (Master Plan approach);
- A step-down process has been followed in order to refine the long list of projects and alternative planning solutions;
- The initial three alternative solutions (maintain existing, improve roads, invest in active transportation) were collectively evaluated and deemed to not address the study's objectives and Meaford's needs sufficiently;
- A fourth alternative solution (combined approach) was created of the most important by evaluating each project and strategy in the long list individually against the same criteria; and
- The fourth alternative scored significantly better than the initial three and has been identified as the preferred solution.

The preferred planning solution for the Meaford Transportation Master Plan provides an appropriate balance between the needs of the rural area road users, including the agricultural industry, with the desire to develop a more multi-modal transportation system throughout Meaford, while addressing both fiscal and environmental sustainability.

The next step in the TMP study is to further organize the recommended projects and strategies. Projects will be organized will be based on costs and affordability, prioritization by relative need, and ease of implementation. At this stage, projects will be organized and grouped into actionable recommendations. These recommendations will form the basis of the draft Transportation Master Plan. Draft recommendations will be presented to members of the public and stakeholders during the second round of consultation to solicit feedback that will feed into the finalized recommendations.

Once recommendations are finalized the draft Transportation Master Plan document will be prepared. As required by the Municipal Class Environmental Assessment process, the draft TMP will enter a public review and comment period of no less than thirty days before being finalized and presented to Meaford Council for final approval.

# Appendix A – Project Evaluation Details

Exhibit A.1: Projects and Strategies Carried Forward

| ID | Project | Category | Alt. Solution | Rationale | Contributes to creating a more multi-modal transportation system | Represents a fiscally-responsible management of transportation infrastructure | Enables efficient movement of goods and agricultural equipment | Improves socio-economic and environmental outcomes | Overall |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Berry St one-way conversion | Infrastructure | 1. Maintain | To be reviewed as part of core area traffic assessment. | Medium | High | Medium | Low | Medium |
| 2 | Centre St/Union St/Louisa St | Infrastructure | 2. Roads | Addresses safety concerns. | High | High | Low | Medium | Medium |
| 4 | Coleman St closure | Infrastructure | 1. Maintain | Addresses safety issues. | Medium | High | Medium | Low | Medium |
| 5 | East-west connection (Side Road 4 and Gerarld Shortt Pkwy) | Infrastructure | 2. Roads | Adoption of collector road system provides rationale to upgrade new east-west corridor. | Medium | Low | High | Medium | Medium |
| 6 | EV charging station(s) | Infrastructure | 3. Alternative | EVs becoming more prominent; contributes to climate change/sustainability objectives, tourism. | Medium | High | Low | Medium | Medium |
| 7 | Miller St | Infrastructure | 2. Roads | Measures to be refined (see project #8). | High | High | Low | Medium | Medium |
| 8 | Miller St one-way conversion or cul-de-sac | Infrastructure | 2. Roads | Further study needed. May be required to add sidewalks, improve safety (see project #7). | High | High | Medium | Low | Medium |
| 9 | Nelson St (CR-12) & Noble St | Infrastructure | 3. Alternative | Provides safe pedestrian access across busy county road and to hospital from high growth area. | High | High | Low | High | High |
| 10 | Nelson St (CR-12) & Thompson St | Infrastructure | 3. Alternative | Provides safe pedestrian access across busy county road, connects to community centre, church and hospital. | High | High | Low | High | High |
| 11 | New bicycle parking | Infrastructure | 3. Alternative | Encourages cycling and economic activity. | High | High | Low | High | High |
| 12 | Pearson St/Ridge Rd | Infrastructure | 2. Roads | Addresses safety concerns (see projects #19, #38, #46). | High | High | Low | Medium | Medium |
| 13 | Side Road 8 and Concession Rd 2 N | Infrastructure | 2. Roads | Identified as collector road, upgrade to collector standards. | Low | Medium | High | Medium | Medium |
| 15 | Sykes St & Boucher St | Infrastructure | 3. Alternative | Provides safe crossing of Connecting Link; commercial area; connection to church. May warrant full signalization (see project #42). | High | High | Low | High | High |
| 16 | Sykes St & Coleman St | Infrastructure | 3. Alternative | Provides safe crossing of Connecting Link; access to commercial businesses. May | High | High | Low | High | High |

| ID | Project | Category | Alt. Solution | Rationale | Contributes to creating a more multi-modal transportation system | Represents a fiscally-responsible management of transportation infrastructure | Enables efficient movement of goods and agricultural equipment | Improves socio-economic and environmental outcomes | Overall |
|---|---|---|---|---|---|---|---|---|---|
| | | | | warrant full signalization (see project #43). | | | | | |
| 17 | Sykes St & Grandview Dr | Infrastructure | 3. Alternative | Provides safe crossing of Connecting Link. | High | High | Low | High | High |
| 18 | Sykes St & Parker St | Infrastructure | 3. Alternative | Crossover at Bayfield St or Parker St (see project #18) needed. | High | High | Low | High | High |
| 19 | Sykes St & Ridge Rd | Infrastructure | 3. Alternative | Pedestrian crossing needed as area grows on both sides of Sykes St. May warrant full signalization (see project #46). | High | High | Low | High | High |
| 21 | Sidewalk Infill Program | Infrastructure | 3. Alternative | Core set of projects to support active transportation (walking), safety, and contributes to multi-modal system. | High | High | Low | High | High |
| 22 | Cycling Network Projects | Infrastructure | 3. Alternative | Core set of projects to support active transportation (cycling), safety and tourism. | High | Medium | Low | High | Medium |
| 71 | Grandview Dr/Lakeshore Rd corridor | Infrastructure | 2. Roads | Addresses safety concerns | High | High | Low | Medium | Medium |
| 72 | St. Vincent St | Infrastructure | 2. Roads | Addresses safety concerns | High | High | Low | Medium | Medium |
| 73 | Aiken St/Grant Ave corridor | Infrastructure | 2. Roads | Addresses safety concerns | High | High | Low | Medium | Medium |
| 76 | Sidewalk retrofit/reconstruction | Infrastructure | 1. Maintain | Addresses safety concerns and supports fully accessible mobility. | High | High | Low | High | High |
| 23 | First and last mile support for Grey Transit stops | Policy | 3. Alternative | Supports sustainable transportation. | High | High | Low | High | High |
| 52 | Heavy truck routes | Policy | 1. Maintain | Truck routing to be addressed through designation of collector roads, county and provincial roads as truck routes (see project #61). | Medium | High | High | Medium | High |
| 54 | Paved shoulder policy | Policy | 3. Alternative | Supports cycling and sustainable travel. | High | High | High | High | High |
| 55 | Cycling parking policy | Policy | 1. Maintain | Supports sustainable transportation and shift to more multi-modal system. | High | High | Low | High | High |

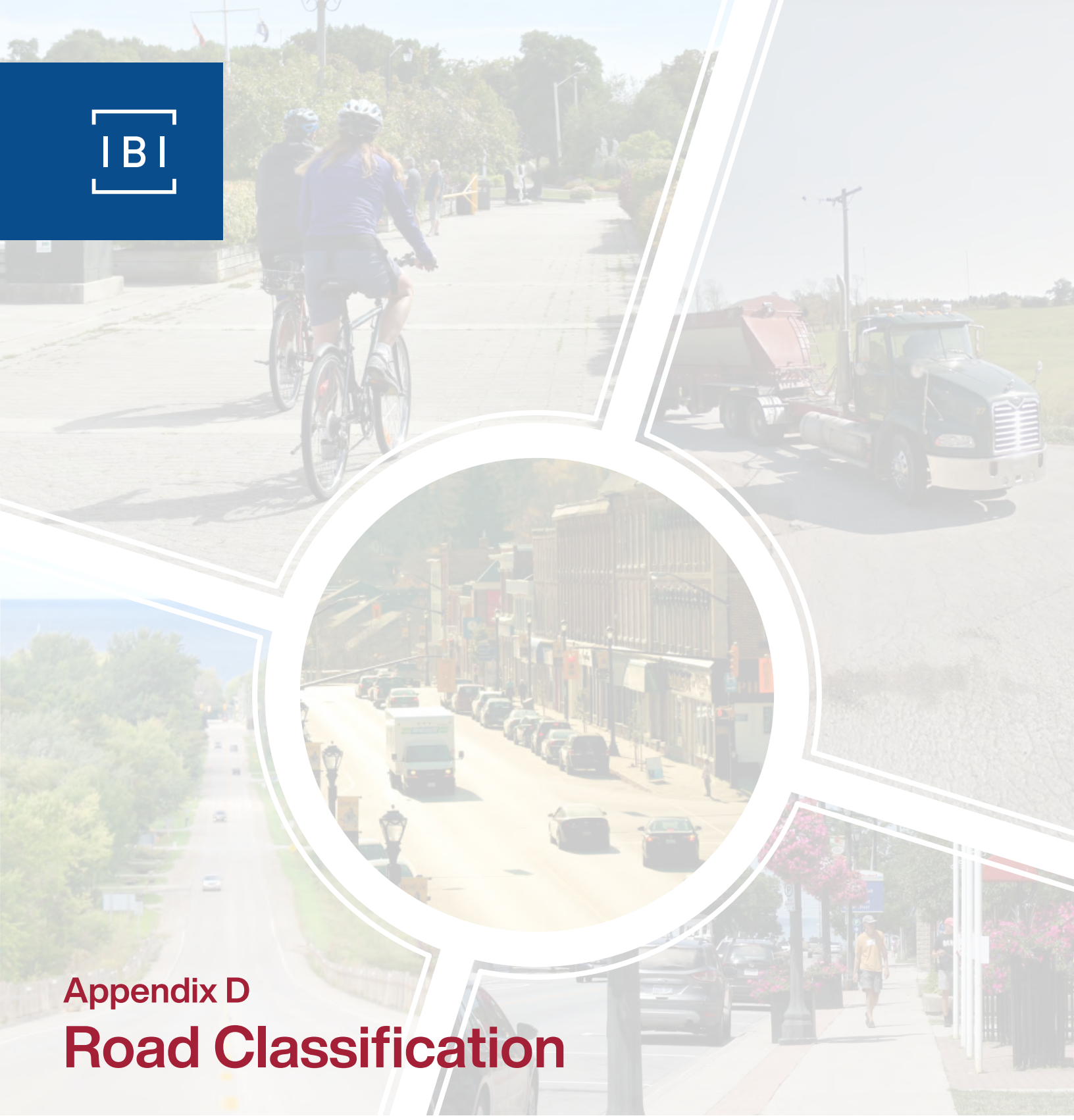
| ID | Project | Category | Alt. Solution | Rationale | Contributes to creating a more multi-modal transportation system | Represents a fiscally-responsible management of transportation infrastructure | Enables efficient movement of goods and agricultural equipment | Improves socio-economic and environmental outcomes | Overall |
|---|---|---|---|---|---|---|---|---|---|
| 56 | Paved shoulder policy | Policy | 2. Roads | Supports efficient, safe movement of agricultural equipment. | High | Medium | High | Medium | High |
| 57 | New development sidewalk policy | Policy | 1. Maintain | Supports sustainable transportation and shift to more multi-modal system. | High | High | Low | High | High |
| 58 | Sidewalk policy | Policy | 3. Alternative | Provides direction for sidewalk infill program (see project #21) and required for new development sidewalk policy (see project #57). | High | High | Low | High | High |
| 59 | Economic output warrant changes | Policy | 1. Maintain | Supports agricultural industry. | Low | High | High | Medium | Medium |
| 60 | Community safety zone guidelines | Policy | 1. Maintain | Improves road safety. | High | High | Low | High | High |
| 61 | Road classification system | Policy | 1. Maintain | Guides infrastructure upgrades and operations and maintenance activities. Interdependent with numerous recommended projects. | Medium | High | High | Medium | High |
| 64 | Load enforcement | Policy | 1. Maintain | Addresses rural road safety issues and efficient goods movement. | Low | High | Medium | Medium | Medium |
| 65 | Traffic calming policy | Policy | 2. Roads | Provides transparent process and warrants for traffic calming, allowing safety issues to be addressed. | High | High | Low | High | High |
| 68 | Travel demand management | Policy | 1. Maintain | Supports multi-modal infrastructure investments and sustainable transportation. | High | High | Medium | High | High |
| 30 | On-demand transit service | Further study | 3. Alternative | Supports increased multi-modality and sustainable transportation. | High | Low | Low | High | Medium |
| 31 | Meaford Moves+ AV feasibility | Further study | 3. Alternative | Supports increased multi-modality and sustainable transportation. | High | Low | Low | High | Medium |
| 33 | Core area traffic operations study | Further study | 2. Roads | Core area issues should be reviewed collectively. | Low | High | High | Medium | Medium |
| 34 | Downtown parking study | Further study | 2. Roads | Provides clearer picture of supply and demand needs over time. | Low | High | Low | High | Medium |
| 35 | Concession Rd 6 corridor | Further study | 2. Roads | Addresses safety concerns. | Low | Medium | High | Medium | Medium |
| 36 | Pearson St & Nelson St W | Further study | 2. Roads | Addresses safety and operational issues. | High | Medium | Medium | Medium | Medium |

| ID | Project | Category | Alt. Solution | Rationale | Contributes to creating a more multi-modal transportation system | Represents a fiscally-responsible management of transportation infrastructure | Enables efficient movement of goods and agricultural equipment | Improves socio-economic and environmental outcomes | Overall |
|---|---|---|---|---|---|---|---|---|---|
| 37 | Concession Rd A corridor | Further study | 1. Maintain | Addresses safety concerns. | Medium | High | Medium | Medium | Medium |
| 38 | Ridge Rd/Pearson St corridor | Further study | 1. Maintain | Addresses safety concerns (see projects #12, #19, #46) | Medium | High | Medium | Medium | Medium |
| 39 | Sideroad 30 corridor | Further study | 1. Maintain | Addresses safety concerns. | Medium | High | Medium | Medium | Medium |
| 40 | St. Vincent – Sydenham Townline corridor | Further study | 1. Maintain | Addresses safety concerns. | Medium | High | Medium | Medium | Medium |
| 41 | St. Vincent St corridor | Further study | 1. Maintain | Addresses safety concerns. | Medium | High | Medium | Medium | Medium |
| 42 | Sykes St & Boucher St | Further study | 2. Roads | Addresses operational issues and safe pedestrian crossing (see project #15). | Medium | High | Medium | Medium | Medium |
| 43 | Sykes St & Coleman St | Further study | 2. Roads | Addresses operational issues and safe pedestrian crossing (see project #16). | Medium | High | Medium | Medium | Medium |
| 44 | Sykes St & Edwin St / Margaret St | Further study | 2. Roads | Addresses operational and safety issues. | Medium | High | Medium | Medium | Medium |
| 45 | Sykes St & Ivan St | Further study | 2. Roads | Addresses operational and safety issues. | Medium | High | Medium | Medium | Medium |
| 46 | Pearson St/Ridge Rd | Further study | 2. Roads | Addresses safety and operational concerns (see projects #12, #19, #38). | Low | High | Medium | Medium | Medium |
| 47 | Sideroad 22 & Concession Rd 6 | Further study | 2. Roads | Addresses operational and safety issues. | Low | Medium | High | Medium | Medium |
| 48 | Sykes St & St. Vincent St & McKibbon Dr | Further study | 2. Roads | Addresses safety and operational concerns. | Medium | High | Medium | Medium | Medium |
| 49 | Sunny Valley Rd corridor | Further study | 2. Roads | Addresses operational and safety issues. | Low | Medium | High | Medium | Medium |
| 50 | Sykes St & Berry St | Further study | 2. Roads | To be combined with core area traffic assessment (see project #33). | Low | Medium | High | Medium | Medium |
| 51 | Sykes St & Ford Ave | Further study | 2. Roads | To be combined with core area traffic assessment (see project #33). | Low | Medium | High | Medium | Medium |
| 70 | Safety monitoring program | Further study | 3. Alternative | Provides lower cost alternative to municipality-wide safety study. | High | High | High | High | High |
| 74 | Edwin St/Victoria Cr | Further study | 2. Roads | Addresses operational and safety issues. | Medium | High | Medium | Low | Medium |
| 75 | Bayfield St | Further study | 1. Maintain | Addresses safety concerns. | High | High | Low | Medium | Medium |

Exhibit A.2: Projects and Strategies Not Carried Forward

| ID | Project | Category | Alt. Solution | Rationale | Contributes to creating a more multi-modal transportation system | Represents a fiscally-responsible management of transportation infrastructure | Enables efficient movement of goods and agricultural equipment | Improves socio-economic and environmental outcomes | Overall |
|---|---|---|---|---|---|---|---|---|---|
| 3 | Centreville Rd corridor | Further study | 2. Roads | Scores low; benefits minimal. | Low | Medium | Medium | Medium | Low |
| 14 | Sykes St & Bayfield St | Infrastructure | 3. Alternative | Meaford confirmed Parker crossover is being planned (see project #18). | High | High | Low | High | High |
| 24 | Truck route upgrades | Infrastructure | 2. Roads | Corridor upgrades identified independently. | Low | Low | High | Medium | Low |
| 25 | Truck bypass route | Infrastructure | 2. Roads | High cost; environmentally-challenging. Truck traffic can be mitigated through other measures. | Low | Low | High | Medium | Low |
| 26 | Highway 26 / Sykes St | Infrastructure | 2. Roads | Traffic concerns can be mitigated through alternative measures. | Low | Low | High | Low | Low |
| 27 | Nelson St / Miller St (Grey Road 12) | Infrastructure | 2. Roads | Traffic concerns can be mitigated through alternative measures. | Low | Low | High | Low | Low |
| 28 | St. Vincent St (Grey Road 7) | Infrastructure | 2. Roads | Traffic concerns can be mitigated through alternative measures. | Low | Low | High | Low | Low |
| 29 | Municipality-wide safety study | Further study | 3. Alternative | Municipality-wide study not required. Targeted safety improvements have been included in other projects. | Medium | High | Medium | High | High |
| 53 | Load restriction/truck restriction bylaw | Policy | 1. Maintain | Does not address identified needs of agricultural industry. | Medium | High | Low | Low | Low |
| 62 | Equipment movement bylaw | Policy | 1. Maintain | Does not address identified needs of agricultural industry. | Medium | High | Low | Low | Low |
| 63 | Structure priority number | Policy | 1. Maintain | Approach similar to existing process. | Low | High | Medium | Low | Low |
| 66 | Speed limit guidelines | Policy | 1. Maintain | New policy not required. Follow existing guidelines (i.e. TAC). | Medium | Low | Low | High | Low |

April 26, 2021



## Appendix D

# Road Classification

Municipality of Meaford

# Transportation Master Plan

July 2021

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# Memorandum

| | | | |
|---|---|---|---|
| **To/Attention** | Municipality of Meaford | **Date** | 2021-05-17 |
| **From** | IBI Group | **Project No** | 124140 |
| **cc** | | | |
| **Subject** | **Meaford Transportation Master Plan**<br>**Road Classification** | | |

## 1 Background

A road classification system establishes a hierarchy of roads according to their physical and functional characteristics and the type of service they are intended to provide to the public. Benefits of implementing an expansion of this existing system include:

- Establishing design standards for reflecting short- and long-term needs of roads;
- Establishing standards for functional characteristics such as land access, traffic volume thresholds, level of service (LOS), speed limits, accommodation of cyclists and pedestrians, and parking provisions;
- Directing the flow of heavy vehicles and truck traffic to the most appropriate roads;
- Improved coordination and planning of land use and transportation developments;
- Prioritized levels of street maintenance based on the role of streets in the municipal network;
- Setting appropriate speed limits based on street geometry, function and abutting land use; and
- Preserving the intended service function of planned roadways and promoting a safer environment with operational integrity.

This document outlines industry best practices, reviews Meaford's existing classification hierarchy and those of peer communities and adjacent municipalities and outlines the development of an updated road classification framework.

The road classification hierarchy recommended in this document does not impact Minimum Maintenance Standards (O. Reg. 239/02), which is a separate classification is utilized for identifying minimum levels of ongoing maintenance for municipal roads.

# 2 Existing Road Classification Hierarchy

The existing road classification in the Municipality of Meaford is provided in Section D2 and Schedule C and C-1 of the Municipality of Meaford Official Plan (November 2014). The Official Plan includes the following established definitions for road classifications that apply to both urban and rural locations.

- **Provincial Roads:** Highways 26 and 6/10 is a primary transportation route between Central Ontario and Owen Sound as well as northern Bruce and Grey Counties. Development abutting Highways 26 and 6/10 is subject to the requirements of the Ministry of Transportation, except within a Connecting Link, where the Municipality has jurisdiction. The Connecting Link acts as a local road.
- **County Roads:** These roads serve a regional role by carrying traffic through the Municipality or from the Municipality to neighbouring municipalities. Special setbacks apply to development abutting a county road. Generally, no building or structure shall be located closer to any county road than as set out by the County of Grey. All development abutting county roads are subject to the jurisdiction of Grey County.
- **Local Roads:** Local roads are those roads which carry traffic from the provincial and county road system and from the arterial roads to individual properties.

  The Municipality has jurisdiction regarding provision of access/entrances along local roads. The location of access driveways should not create a traffic hazard because of their concealment by a curve, grade, or other visual obstruction. Access driveways may be limited in number and design so as to minimize the dangers to vehicular and pedestrian traffic. Access policies may be developed by the Transportation Services Department.
- **Other Types of Roads:** The other types of roads in the Municipality include:

  a) private roads which cross private property to access a lot;
  b) unopened road allowances;
  c) unassumed roads;
  d) roads that are owned and maintained by a public authority for only a part of the year; and

e) private roads located on municipal property and on private property (unopened road allowances) maintained by residents.

### Observations

The Official Plan merely distinguishes between provincial, county and municipal jurisdiction for the roads or road allowances in Meaford. The existing classification system does not provide any level of differentiate between in-service roads in the Municipality's jurisdiction. All local roads, whether urban or rural, are treated the same for the purposes of the existing hierarchy. There are no distinctions made based on traffic volume, levels of access, intended purpose of the road, etc. As Meaford continues to grow and its transportation network becomes more complex and more multi-modal, a finer-grained road classification system is more appropriate than the existing hierarchy.

## 3 Peer Review and Best Practices

Integrating Meaford's road classification system with neighbouring municipalities is essential. Road hierarchy should be relatively consistent as roads cross the boundaries into adjacent communities. Exhibit 3.1 presents road classification systems in use in the five municipalities, all within Grey County, that abut Meaford.

Exhibit 3.1: Adjacent Municipalities' Road Classification Comparison

| Jurisdiction | Source | Road Classification |
|---|---|---|
| City of Owen Sound | Jan 2017 Official Plan 6.1.3 Roads | Provincial Highway/Connecting Links<br>County Roads<br>Arterial Roads<br>Collector Roads<br>Local Roads |
| Municipality of Grey Highlands | Sep 2017 Official Plan Schedule D Transportation | Provincial Highway<br>County Road<br>Municipal Road<br>Seasonal Road |
| Town of The Blue Mountains | Jun 2016 Official Plan D2.2 Roads in The Town | Highway 26 and connecting links<br>County Roads<br>Major Collector Roads<br>Minor Collector Roads<br>Local Roads<br>Local Heritage Roads<br>Seasonal Roads<br>Private Roads |

| Jurisdiction | Source | Road Classification |
|---|---|---|
| Township of Chatsworth | Jul 2018 Comprehensive Zoning By-law | Provincial Highways<br>County Roads<br>Municipal Roads |
| Township of Georgian Bluffs | Feb 2016 Official Plan 2.9.3 Road Classification | Provincial Highways<br>Arterial Roads (County Roads)<br>Collector Roads<br>Local Roads<br>Private Roads |

Of these municipalities, the Township of Chatsworth and the Municipality of Grey Highlands do not have a formal road classification system beyond a jurisdictional division. The City of Owen Sound, the Town of The Blue Mountains and the Township of Georgian Bluffs have developed a more detailed approach to road hierarchy. Georgian Bluffs identifies all county roads as performing an arterial road function and divides its municipal roads into collector and local road status. The Blue Mountains expands on this by splitting collector roads into major and minor designations. Owen Sound, meanwhile, added a municipal arterial road level between municipal collector and county road.

The study also reviewed selected peer communities in Ontario with populations and geography more like Meaford. They present a similar divide as the adjacent municipalities. Kincardine, like Georgian Bluffs assigns the arterial label to all county roads, while dividing municipal roads into collector and local designations. South Dundas, meanwhile uses a system more like Meaford's existing system, with no differentiation among municipal roads. The road classification systems are summarized in Exhibit 3.2.

Exhibit 3.2: Peer Communities Road Classification Comparison

| Jurisdiction | Source | Road Classification |
|---|---|---|
| Municipality of Kincardine | Mar 2015 Official Plan F3 Classification | Provincial Highways<br>Arterial Roads (County Roads)<br>Collector Roads<br>Local Roads |
| South Dundas | Jul 2018 SDG Official Plan 4.3.6 Transportation | Provincial Highways<br>County Roads<br>Local Roads<br>Private Roads |

As Meaford continues to grow and become more interconnected with its neighbours, the adoption of a system similar to that of Georgian Bluffs, Kincardine and The Blue Mountains would be appropriate.

### Best Practices

The Transportation Association of Canada (TAC) publishes the Geometric Design Guide for Canadian Roads. The latest update was June 2017. Chapter 2 (Design Control, Classification and Consistency) provides guidelines for how to structure a road classification system and the various characteristics associated with each road class. This document is widely used by Canadian municipalities and is an important starting point for developing a road classification system in Meaford. It represents best practices in this area that can be adjusted to fit local settings more appropriately.

## 4 Recommendations

Meaford is recommended to adopt a more detailed road classification system in line with those of neighbouring Georgian Bluffs and The Blue Mountains by differentiating its municipal roads into collector and local classes. The recommended road classification system also differentiates between rural and urban roads in Meaford to better reflect the major differences in their function and purpose. The Meaford urban boundary is the line of demarcation between urban and rural classes.

### Recommended Road Classification

The following presents a high-level definition for each recommended road classification. Integrating Goods Movement

The collector road network is intended to, with the county and provincial roads, form the truck route network. The Municipality should develop road use by-laws to restrict trucks from local roads unless required for a pick-up or delivery; and monitor truck traffic to determine if a dedicated goods movement network is appropriate for the future. The benefits and costs of having a separate goods movement system include ensuring the road network performs more efficiently and safely from both a traffic operations and road safety perspective.

Truck at 7th Line and Side Road 7 in Meaford



Source: Google Maps

Exhibit 4.1 presents further information regarding typical design, functional and operational characteristics of each classification.

The following factors have been considered in developing the street classification system: basic roadway geometry, urban vs rural network needs, goods movement network, traffic management, and roadway services and maintenance. Road classification also provides an opportunity and guidance for the Municipality to consider other factors related to road operations such as: development impacts, private roads and public lanes, active transportation network, sidewalk policies, maintenance/operations, and future roadway linkages.

The definitions below are subject to expansion and modification regarding land use, development and access policies and regulations through the next Official Plan review.

**Arterial Roads:**

- **Provincial Roads:** Highways 26 and 6/10 are the primary transportation routes between Central Ontario and Owen Sound as well as northern Bruce and Grey Counties. Development abutting Highways 26 and 6/10 is subject to the requirements of the Ministry of Transportation, except within a Connecting Link, where the Municipality has jurisdiction.
- **County Roads:** These roads serve a regional role by carrying traffic through the Municipality or from the Municipality to neighbouring municipalities. These roads function as arterial roads. Special setbacks apply to development abutting a county road. Generally, no building or structure shall be located closer to any county road than as set out by the County of Grey. All development abutting county roads are subject to the jurisdiction of Grey County.
- **Connecting Link:** Defined by the MTO as a class of roadway that links two segments of provincial highway under the jurisdiction of the municipality. Sykes St is designated a Connecting Link and generally functions as an arterial road, though it also fulfills the function of a main street in the urban area, where access is more important than vehicular throughput.

**Collector Roads:**

- Collector roads are further divided into **Rural Collector** and **Urban Collector** roads. They are primarily intended to carry traffic from local roads to the arterial road network (County, provincial and Connecting Link). They are expected to carry higher volumes of traffic than local roads. They are also important pedestrian and cycling links.

**Local Roads:**

- Local roads are further divided into **Rural Local** and **Urban Local** roads. They carry traffic and goods from the provincial and county road system and from the collector roads to individual properties.

**Other Types of Roads:**

- Private roads which cross private property to access a lot.
- Unopened road allowances.
- Unassumed roads.
- Roads that are owned and maintained by a public authority for only a part of the year.

## Integrating Goods Movement

The collector road network is intended to, with the county and provincial roads, form the truck route network. The Municipality should develop road use by-laws to restrict trucks from local roads unless required for a pick-up or delivery; and monitor truck traffic to determine if a dedicated goods movement network is appropriate for the future. The benefits and costs of having a separate goods movement system include ensuring the road network performs more efficiently and safely from both a traffic operations and road safety perspective.

Truck at 7th Line and Side Road 7 in Meaford



Source: Google Maps

Exhibit 4.1: Typical Characteristics of Each Road Class

| | Arterial Roads | | | Collector Roads | | Local Roads | |
|---|---|---|---|---|---|---|---|
| **Road Characteristics** | **Provincial Highway** | **County Road** | **Connecting Link** | **Urban** | **Rural** | **Urban** | **Rural** |
| **Jurisdiction** | Province | County | Municipality | Municipality | Municipality | Municipality | Municipality |
| **Land Access / Traffic Service** | Traffic movement / land access of equal importance | Traffic movement / land access of equal importance | Traffic movement/land access of equal importance | Traffic movement / land access of equal importance | Traffic movement / land access of equal importance | Land access primary function. Traffic movement secondary consideration | Land access primary function. Traffic movement secondary consideration |
| **Typical Traffic Vol. (AADT)** | n/a | n/a | > 5,000 | > 1,000 | > 1,000 | < 1,000 | < 1,000 |
| **Design Speed** | 60 – 90 km/h | 60 – 90 km/h | 50 – 60 km/h | 40 – 60 km/h | 60 – 90 km/h | 40 – 50 km/h | 50 – 90 km/h |
| **Posted Speed** | 50 – 80 km/h | 50 – 80 km/h | 40 – 60 km/h | 40 – 50 km/h | 50 – 80 km/h | 40 – 50 km/h | 40 – 80 km/h |
| **Desirable Connections** | Collectors, Connecting Link, County Roads, Provincial Highways | Locals, Collectors, Connecting Link, County Roads, Provincial Highways | Locals, Collectors, County Roads, Provincial Highways | Locals, Collectors, County Roads Connecting Link | Locals, Collectors, County Roads, Provincial Highways | Locals, Collectors, County Roads, Connecting Link | Locals, Collectors, County Roads, Provincial Highways |
| **Pedestrian Facilities** | Sidewalks on both sides within designated urban areas. | Sidewalks on both sides within designated urban areas. | Sidewalks on both sides. | Sidewalks on both sides. | Paved shoulders where warranted. | Sidewalks on one side. | Paved shoulders where warranted. |
| **Cycling Facilities** | Paved shoulders where warranted. | Dedicated bike facilities where required. | Dedicated bike facilities where identified in cycling plan. | Dedicated bike facilities where identified in cycling plan. | Paved shoulders where identified in cycling plan. | Signed route (or dedicated bike facilities where warranted) where identified in cycling plan. | Signed route (or paved shoulders where warranted) where identified in cycling plan. |
| **Typical Right-of-Way Width** | As per MTO. | As per Grey County. | 20 m – 26 m | 20 m – 26 m | 20 m – 26 m | 12 m – 20 m | 12 m – 20 m |
| **Parking Provisions** | As per MTO. | As per Grey County. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. | Permitted on one or both sides where desired and feasible. |
| **Truck Route** | Not restricted. | Not restricted. | Not restricted. | Not restricted. | Not restricted. | Restricted. | Restricted. |
| **Traffic Calming** | As per MTO. | As per Grey County. | Where warranted | Where warranted | Where warranted | Where warranted | Where warranted |

## Identifying the Collector Road Network

The process to determine which roads should be identified as collector roads involved an analysis of several conditions and how they relate to the typical conditions identified in the road Classification matrix. Considerations included annual average daily traffic (AADT) volumes, annual average daily truck volumes, planned growth and connectivity to the arterial road network. General vehicle traffic volumes and truck traffic volumes are shown in Exhibit 4.2 and Exhibit 4.3, respectively.

Exhibit 4.2: Annual Average Daily Traffic Volumes

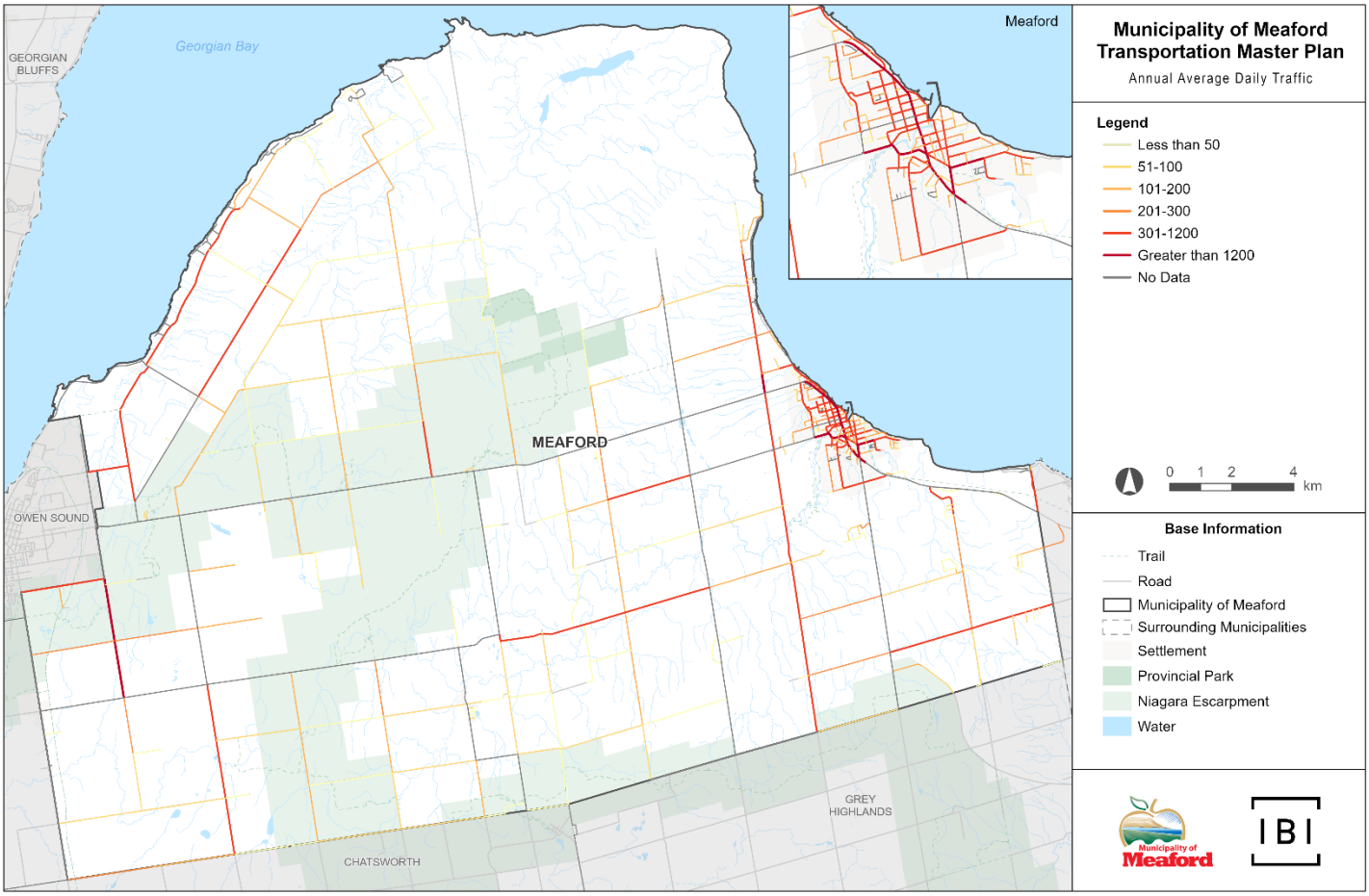
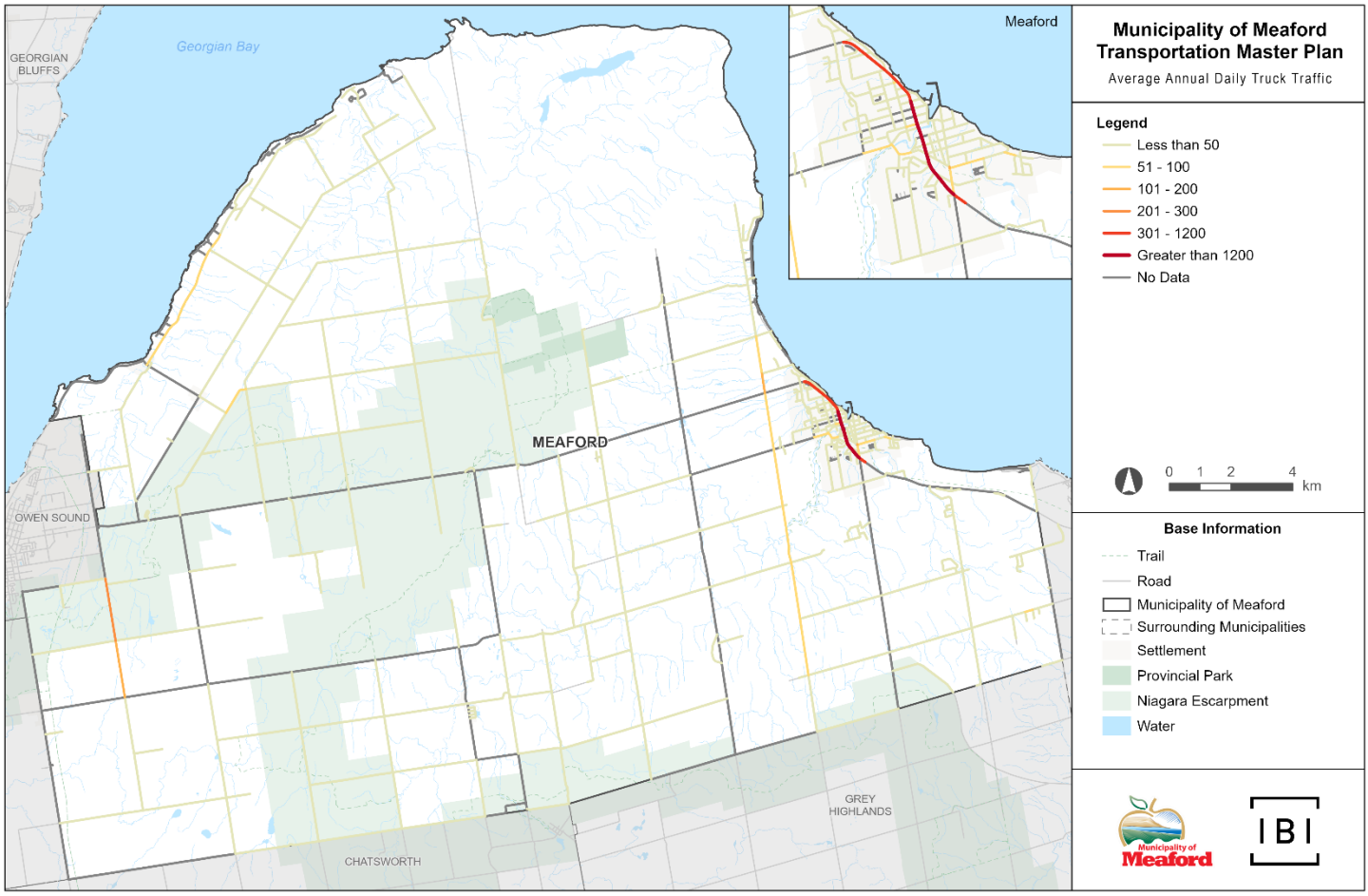


Exhibit 4.3: Annual Average Daily Truck Volumes




The recommended collector road network is presented in Exhibit 4.4. The collector road corridors are:

**Urban Collectors:**

- St. Vincent St (Sykes St S to Bridge St)
- Bridge St / Trowbridge St E (St. Vincent St to Sykes St N)
- Pearson St / Ridge Rd (Grey Road 12 (Nelson St) to Highway 26)

**Rural Collectors:**

- Sydenham Lakeshore Dr (Sideroad 33 / Grey Road 15 to Sideroad 23)
- 2nd Concession N (Highway 26 to Sideroad 27)
- 10th Concession (Owen Sound border to Grey Road 18)
- Gerald Shortt Pkwy / Sideroad 10 (Grey Road 18 / 1st Concession to Grey Road 12)

Exhibit 4.4: Recommended Road Classification Map

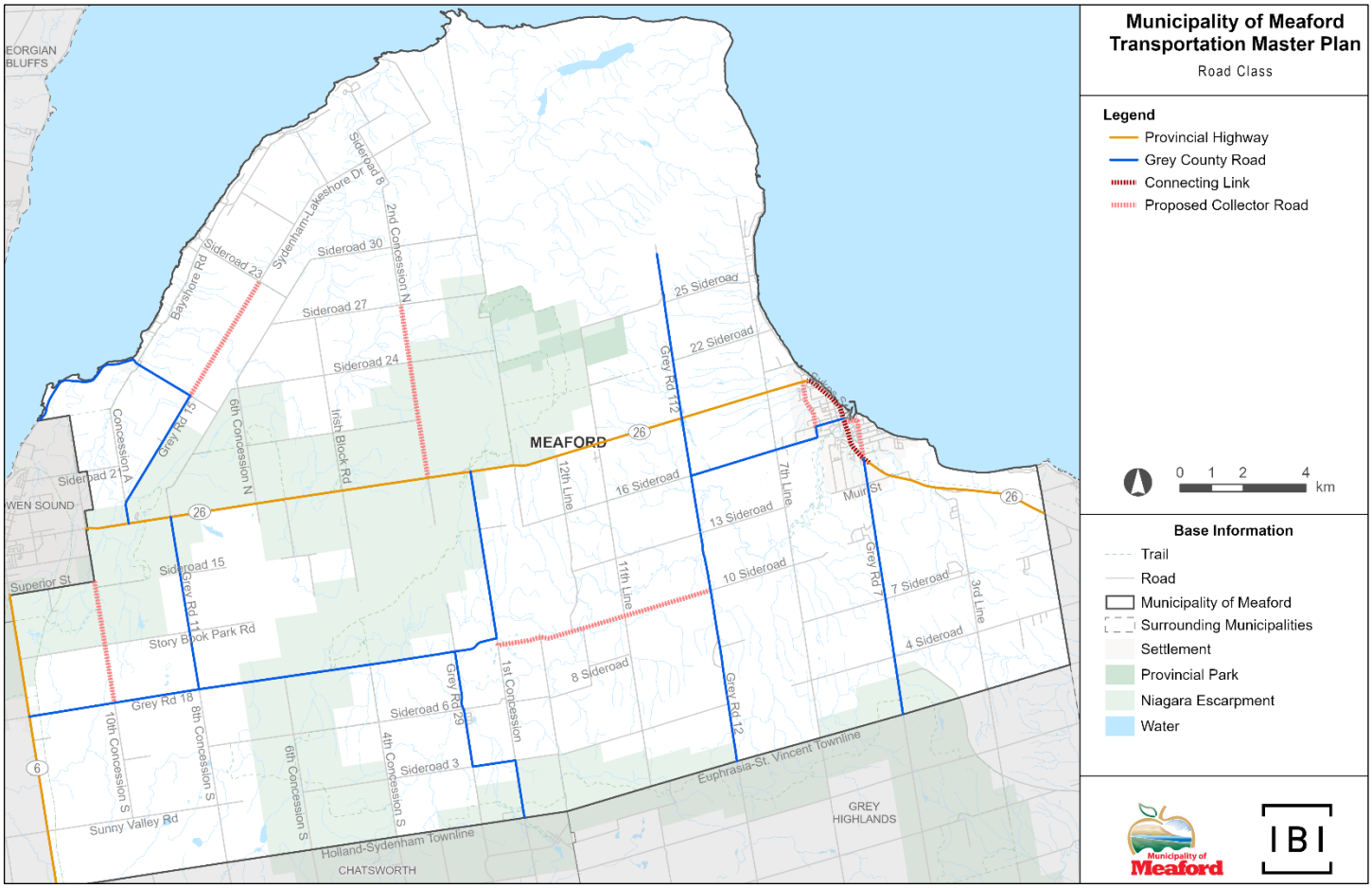
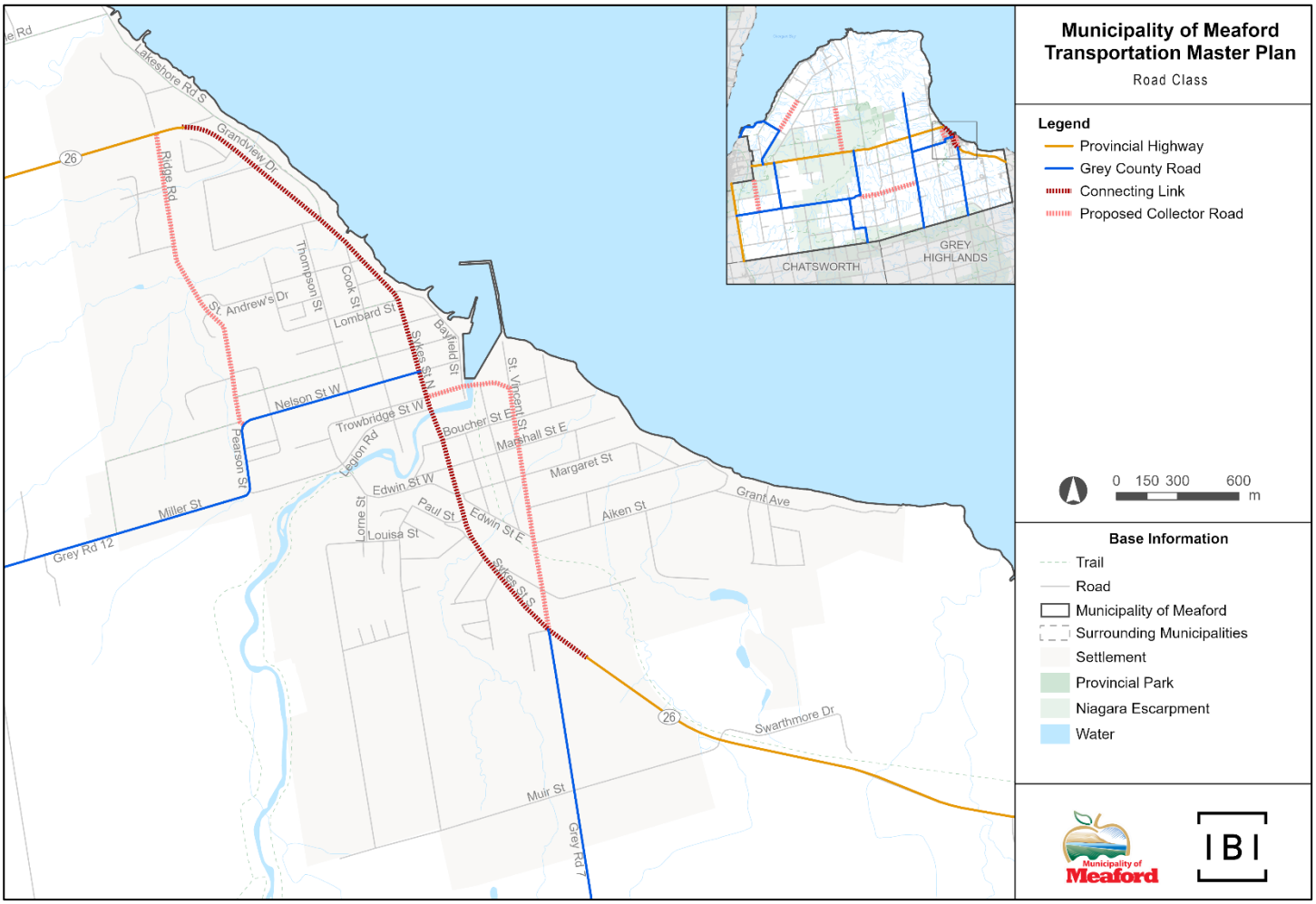


Exhibit 4.5: Recommended Road Classification Map – Urban Area



# 5 Conclusion

Meaford's road classification system has been expanded to divide the municipal road system into urban and rural road classes and collector and local road classes. The collector road network, along with the provincial and county roads, forms the desired goods movement network. The new road classification system integrates with and complements the systems in adjacent municipalities and adhere to industry best practices.



## Appendix E

# Active Transportation

Municipality of Meaford

# Transportation Master Plan

July 2021

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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**<br>**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.

# 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 efficiently 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.

- 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.

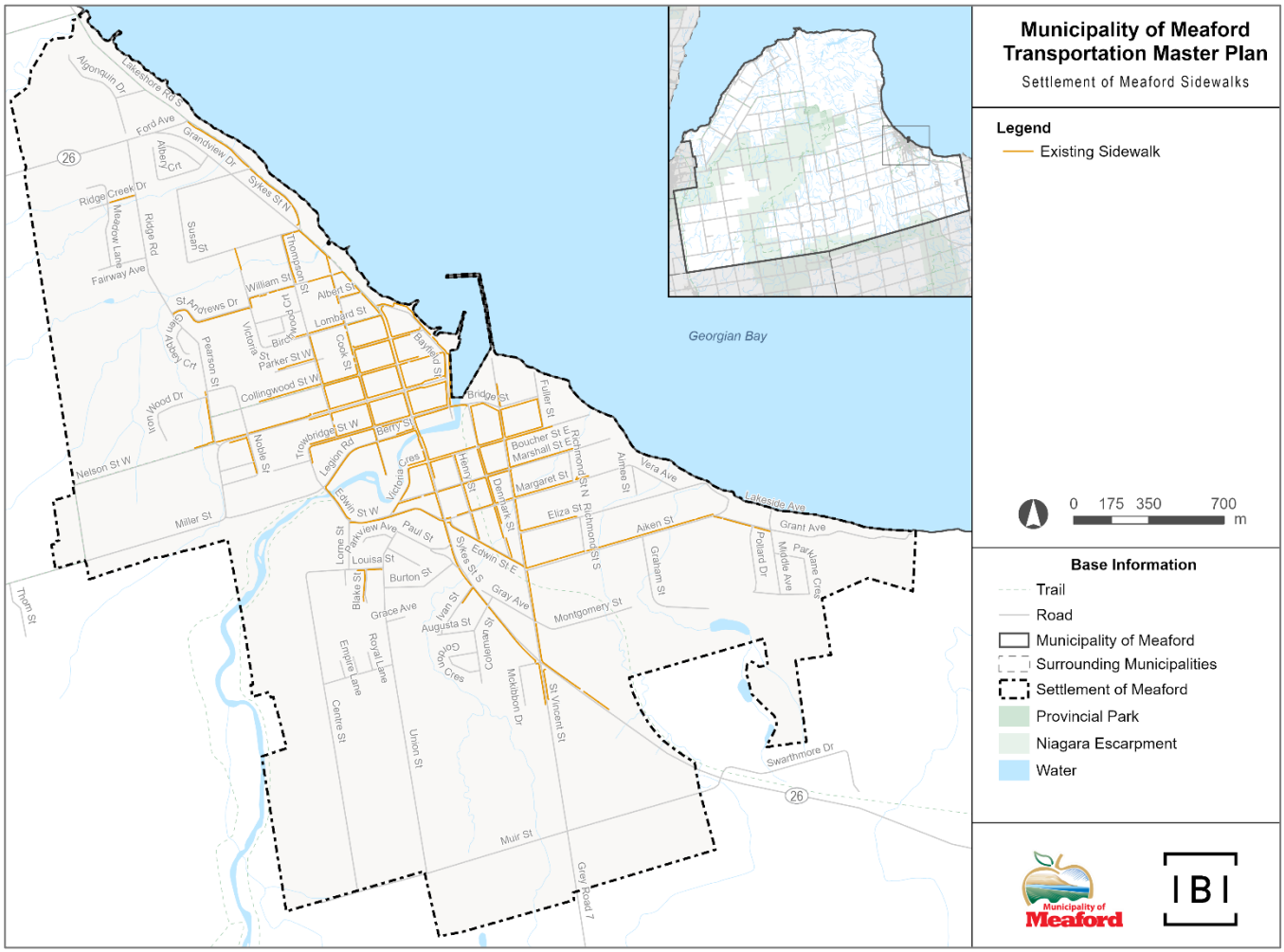
# 3 Pedestrian Network

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:

- 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

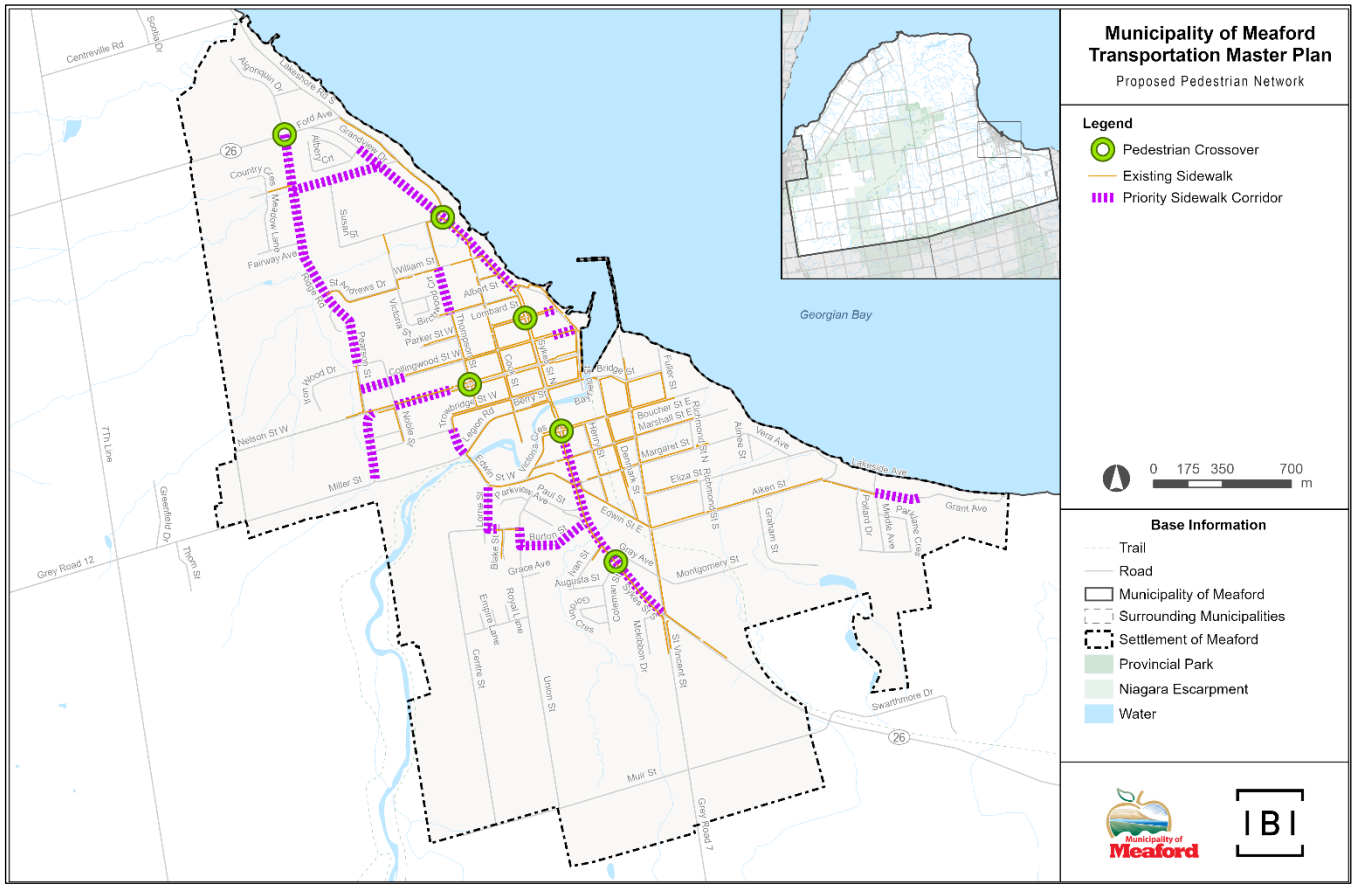



Exhibit 3.3: Priority Sidewalk Corridor Details

| 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. |

| 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. |

| 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

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. |

*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 Rd[1] 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:

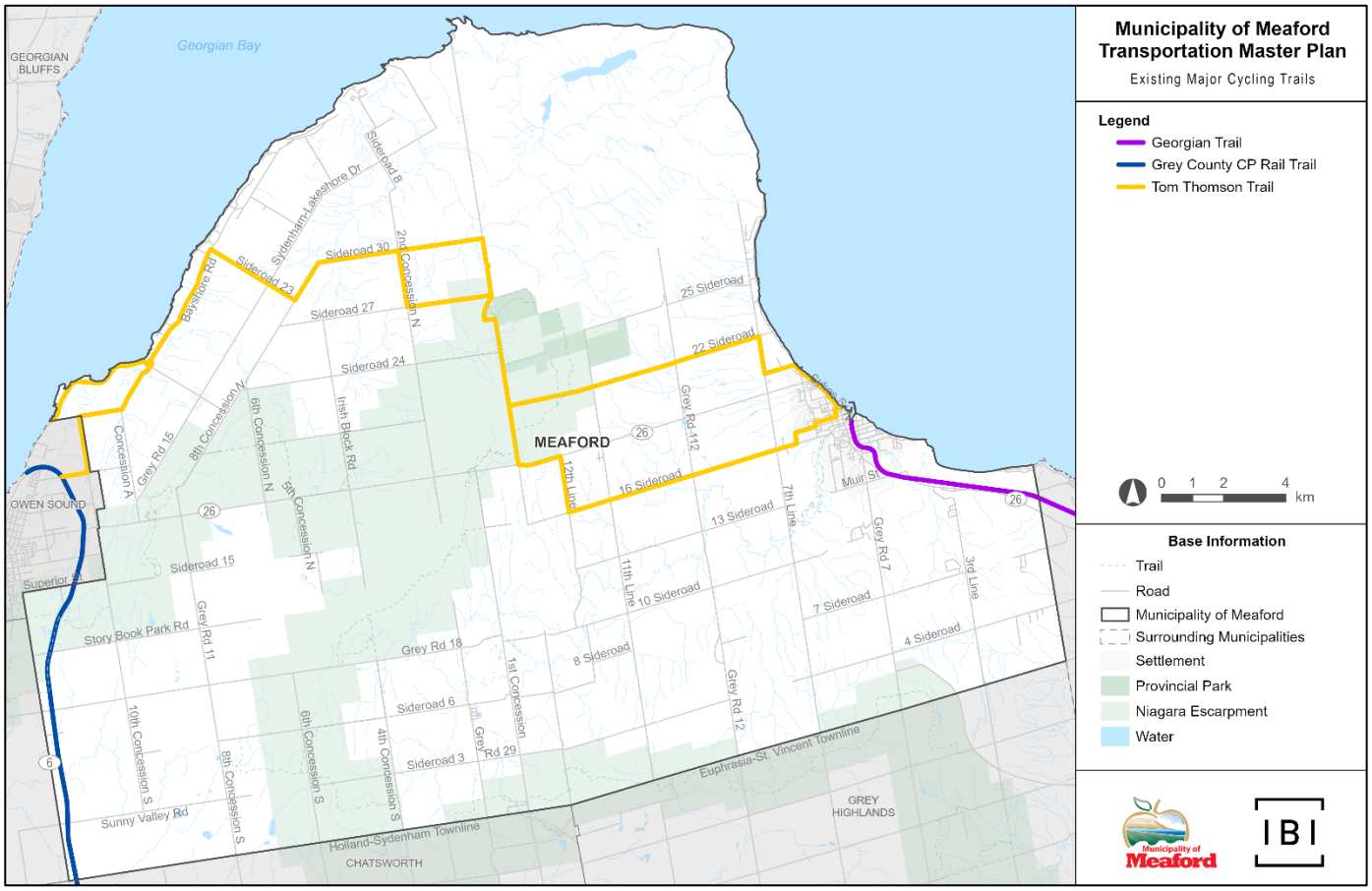
- **Georgian Trail:** Originating in downtown Meaford, the Georgian Trail largely follows a former railway right of way, continuing along a hard-packed, granular surface for 34 km before terminating in Collingwood in Simcoe County. The Georgian Trail is suitable for most types of bicycles.
- **Grey County 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.

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:

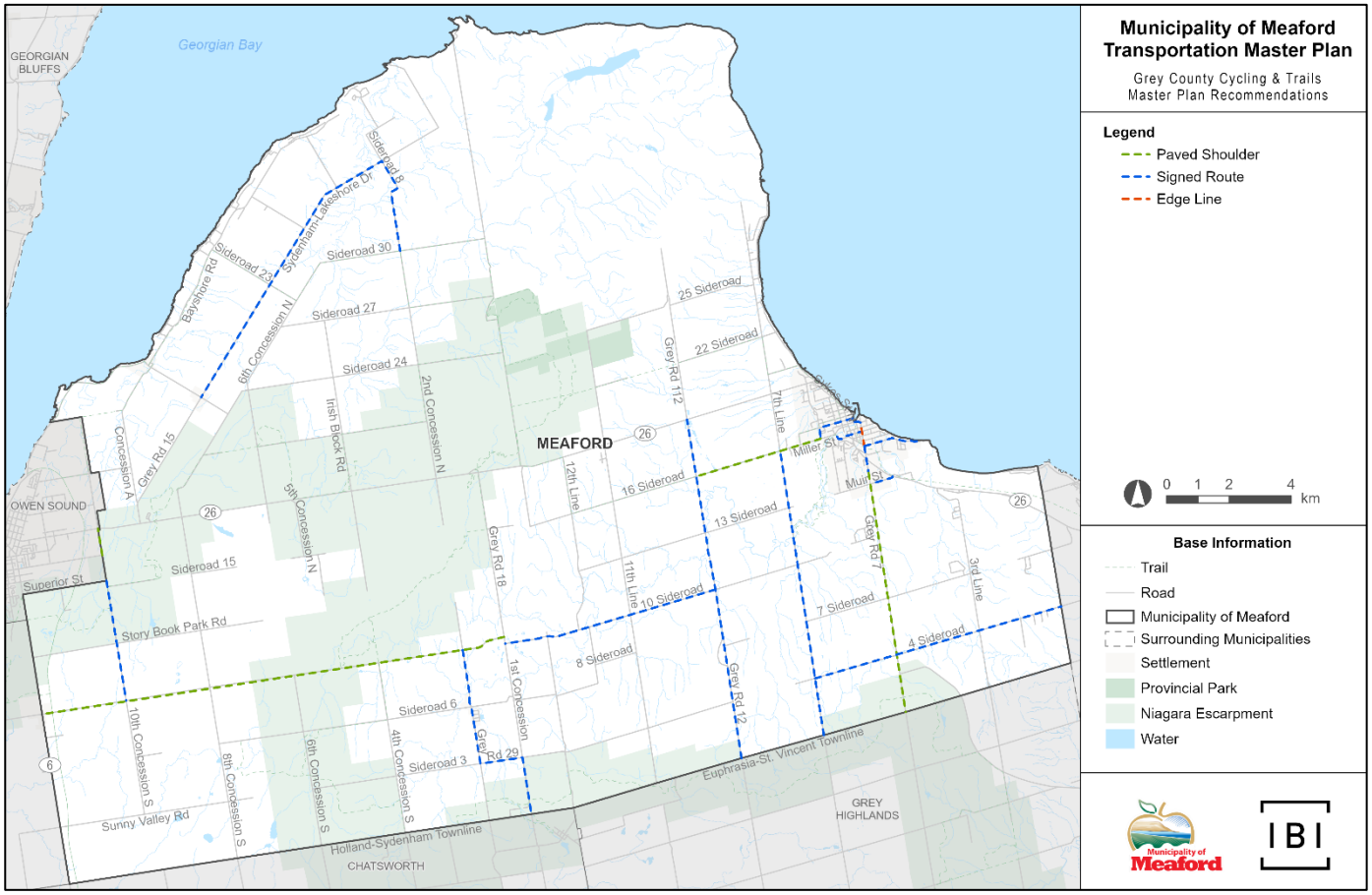
- Paved Shoulders
  - Grey Road 18 (Highway 6 & 10 to Concession Rd 1)
  - Grey Road 12 (Grey Road 112 to Pearson St)
  - Grey Road 7 (St. Vincent St to southern boundary)

- 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

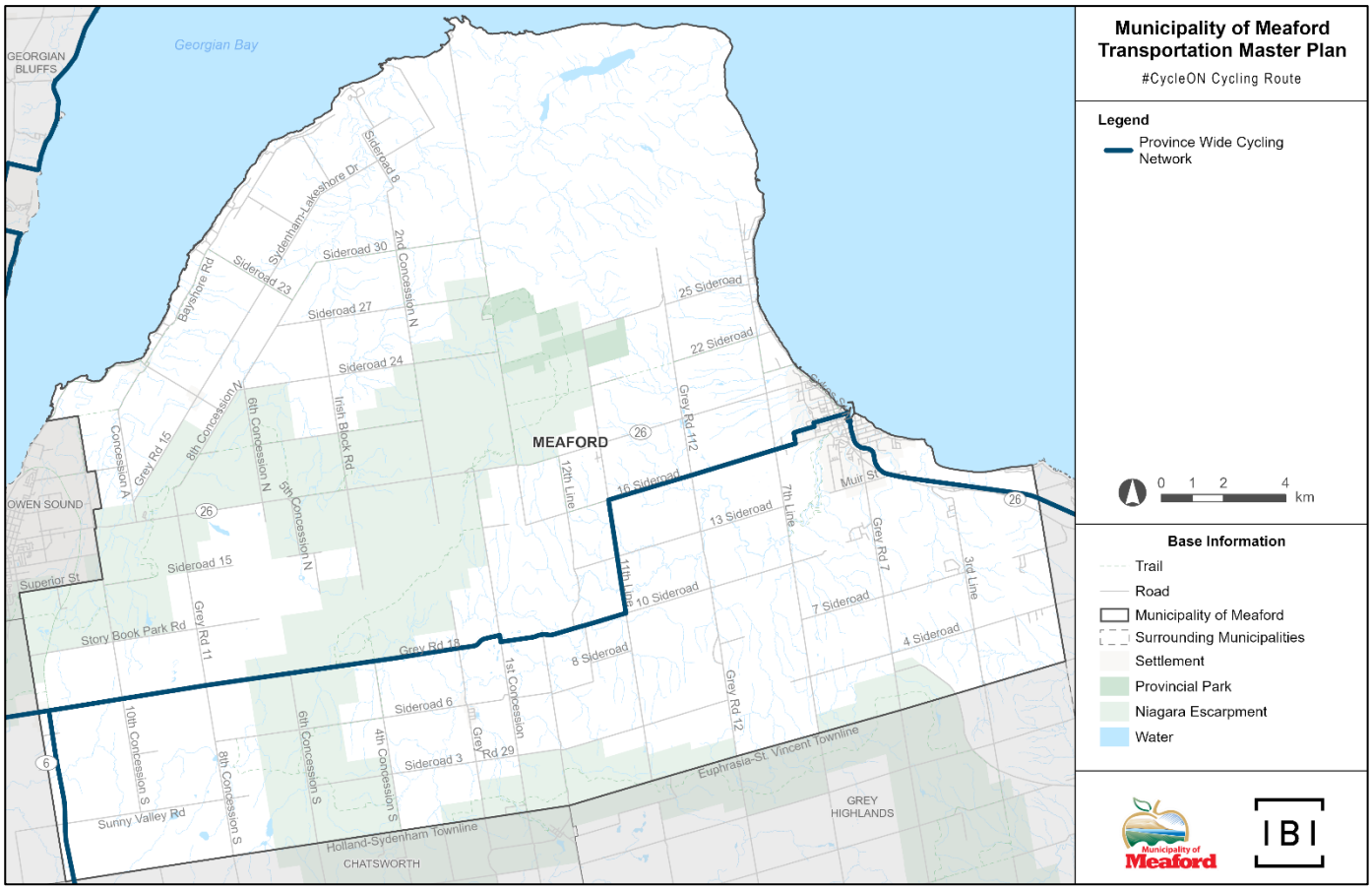


### #CycleON

#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

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 12th 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. |

| | | | |
|---|---|---|---|
| | Side Rd 16 (12th Line to 11th Line) | Signed Route | This segment will require an upgrade to pavement to provide a continuous paved route. |
| | 11th 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 7th 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

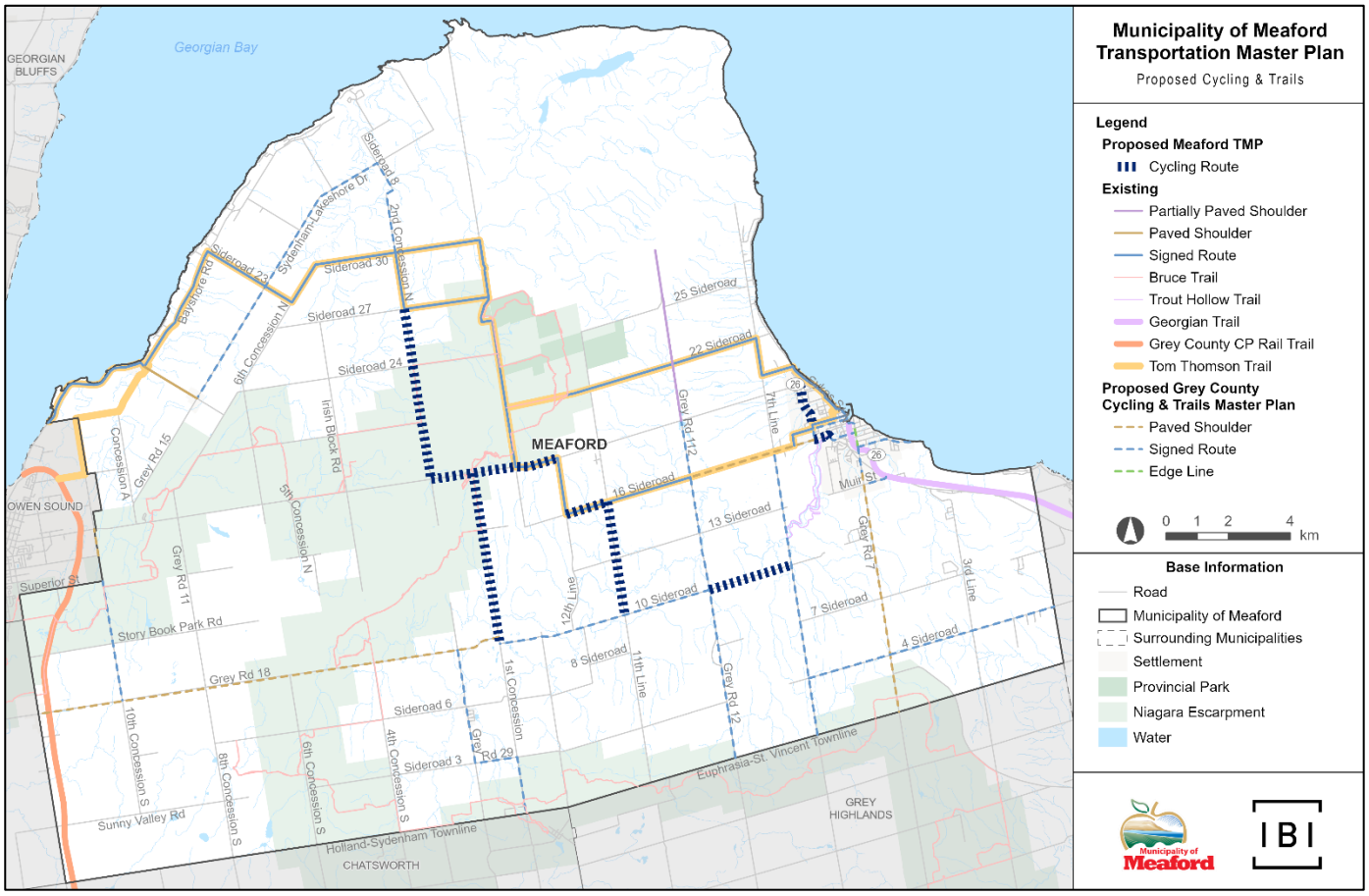
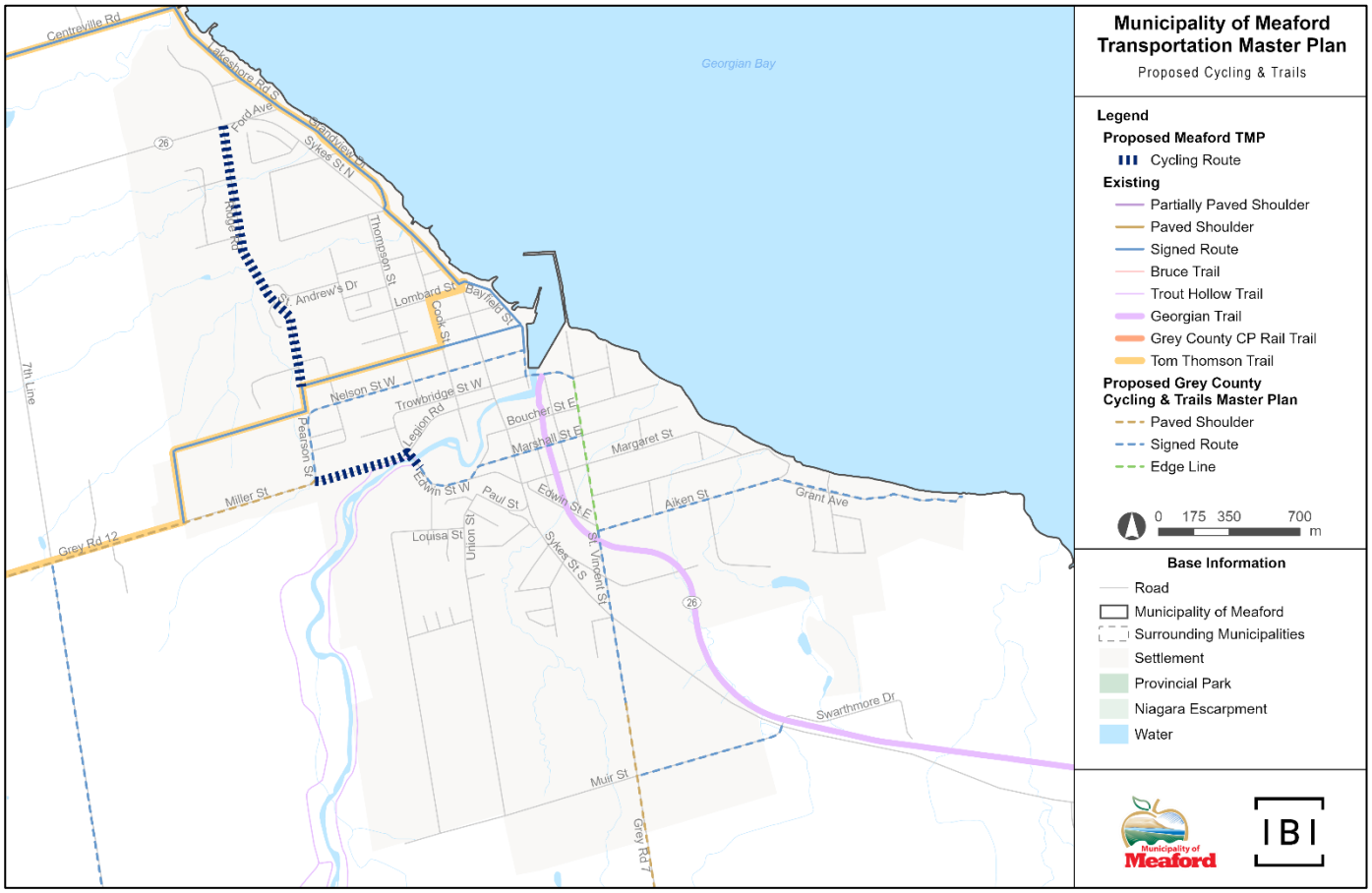


Exhibit 4.7: Meaford TMP Cycling and Trails Network – Urban Area




# 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

- 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 11$^{th}$ 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.



## Appendix F

# Traffic Calming

Municipality of Meaford

# Transportation Master Plan

July 2021

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# Memorandum

| | | | |
|---|---|---|---|
| **To/Attention** | Municipality of Meaford | **Date** | 2021-05-18 |
| **From** | IBI Group | **Project No** | 124140 |
| **cc** | | | |
| **Subject** | **Meaford Transportation Master Plan**<br>**Traffic Calming** | | |

## 1 Introduction

Traffic calming is a topic of growing public interest in Meaford. Municipality staff often receive complaints relating to speeding or cut-through traffic and other requests for traffic calming. However, Meaford does not have a traffic calming policy or process to respond to these requests in a systematic, transparent and data-driven manner. As such, traffic calming often becomes politically-driven, rather than assessed on its safety merits and network-wide impacts. A standardized approach is needed.

The memo provides Meaford with the following:

- Background information regarding traffic calming;
- A primer on common traffic calming elements and their pros and cons;
- A review of peer communities' approaches to traffic calming; and
- The recommended traffic calming policy, process and other considerations.

## 2 Background

Traffic calming is a means of reducing traffic speeds, through volumes and collisions in residential neighbourhoods. Traffic calming can be applied to local streets and collector roads but is typically not recommended for arterial roads. These considerations are integrated into Meaford's road classification system, also developed as part of this TMP. It can be applied in both rural and urban scenarios, but differing approaches are often needed.

Traffic calming treatments can be separated into two categories: soft calming (passive) and physical intervention.

Soft calming measures look to improve driver awareness or reduce speeding through visual cues. Examples include enhanced signage, pavement markings and reduced lane widths.

Physical treatments alter the roadway to create deflections or obstacles to prevent vehicles from traveling in a straight line at excessive speeds. Examples include speed humps, median islands and roundabouts.

It is important to avoid improper application of other traffic control measures not considered true traffic calming treatments, such as installing stop signs for the sole purpose of slowing down drivers when not otherwise justified. This type of application can lead to driver non-compliance and present safety concerns.

There is a direct trade-off between traffic calming and traffic flow, as effective traffic calming measures will typically reduce traffic flow. For local streets this may not be an issue and is often a desirable outcome. However, for arterial roads and collector roads this can increase congestion and cause driver frustration, possibly leading to low compliance and decrease in safety. Therefore, it is important to select suitable traffic calming treatments based on the road type and characteristics.

Sections 3 and 4 highlight different approaches that may be applied to calm traffic. Each of these apply to different contexts and it is important to apply the most appropriate measure responding to the unique circumstances of a specified location. Further detail on these approaches, as well as other speed reduction mechanisms, can be found in various design guidelines documents, including:

- National (U.S.) Association of City Transportation Officials (NACTO) Urban Street Design Guide – Speed Reduction Mechanisms: (https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/)
- Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming (https://www.tac-atc.ca/en/publications/ptm-trafcalm18-e)

# 3 Soft Calming Measures

Soft or passive traffic calming measures are applied without physical construction or re-construction of the roadway. They can consist of signage, enforcement and other low-cost interventions. Soft measures may be applied as a first attempt to introduce traffic calming measures, followed by a period of monitoring to determine of further measures are needed.

## Enhanced Warning Signage

Enhanced warning signs serve to warn drivers of conditions ahead that require increased attention. Additional speed limit signage can also serve as a method of enhanced warning, reconfirming the speed limit to drivers. Enhanced warning signage can be applied in both rural and urban settings and is detailed in the Ontario Traffic Manual (OTM) Book 6. The addition of flashing beacons could be considered if signage alone has proven ineffective. Further guidance on flashing beacons is provided in OTM Book 5 and OTM Book 6.

**Advantages include:** Rapid implementation, low cost.

**Disadvantages include:** Requires police presence to be enforced, requires compliance to be effective.

## Narrow Lane Widths

Narrowing lane widths by painting lines closer together is a form of road diet that can influence driver perception and result in lower speeds. Narrow lanes require more accurate steering and greater concentration, decreasing the perception of safety, which drivers respond to by lowering operating speeds. This treatment can be applied in both rural and urban settings.

**Advantages include:** Can be effective in decreasing speed, low cost to implement, can rapidly be implemented, does not impact large vehicles or road maintenance.

**Disadvantages include:** Reduced separation between oncoming vehicles, may be less effective than physically narrowing lane widths, less effective in the winter when lines are not visible.

## Radar Message Board

A radar message board shows drivers their current speed in comparison to the posted speed limit. Radar message boards can be set up as permanent installations or can be temporary installations that rotate to various locations throughout the Municipality as needed. This treatment works well on low-volume roads and can be applied in both rural and urban settings.

**Advantages include:** Alerts drivers to speeding conditions, generally solar-powered, portable mounting can be immediately applied in numerous locations, less costly, can work in conjunction with other programs. Temporary installation at key areas and times (i.e. return to school, start of summer tourism season, etc.) can help to remind drivers of need for slower speeds.

**Disadvantages include:** Limited long-term effectiveness as drivers become immune, is only effective for one direction of travel. If temporary, there may be no longer-term impact to driver behaviour.

## Speed Limit Bollard

A speed limit bollard (see right) is a type of collapsible plastic bollard that is typically placed on the centre line and incorporates a speed limit sign. They serve to remind drivers of the posted speed limit and act as a pinch point requiring additional driver attention.

Exhibit 3.1: Example of Speed Limit Bollard



**Advantages include:** Can be installed at low cost, improve driver compliance with posted speed limit.

**Disadvantages include:** Has to be removed in the winter to allow for typical operating and maintenance activities and may not have the same impact as other physical (permanent) interventions due to the collapsible nature of the bollards (i.e. drivers can hit them with only a minimal risk of damage to their vehicle).

## Targeted Enforcement Program

Police presence is used to monitor problematic roadways and issue tickets for violations. This acts as a visible deterrent and may elicit driver compliance both with other treatments or on its own. This treatment can be applied in both rural and urban settings.

**Advantages include:** Can temporarily reduce speeds, can be used to target different locations, increases speed compliance.

**Disadvantages include:** Studies show benefits are temporary especially without additional treatment, may only represent a fraction of the time when speeding occurs, there is a limit to the amount of enforcement that can occur.

## Traffic/Truck Diversion

Diverting traffic onto alternate routes can decrease through traffic volumes. This can be used as a traffic calming strategy as it diverts noise, heavy vehicles and danger caused by inappropriate driving behaviour to alternate routes that are better suited to that type of traffic. This can be accomplished using signage or introducing a truck route by-law to alternate roads. This treatment works well in urban areas with available alternate routes. It may also work in rural areas, but extended detours may result in non-compliance.

**Advantages include:** Can be cost effective as only signage and driver education are required, can effectively address issues by removing traffic from the problematic area.

**Disadvantages include:** Requires driver compliance to be effective, suitable diversion routes are not always available or possible, does not address inappropriate driving behaviour.

# 4 Physical Measures

Physical treatments look to reduce speed by introducing physical obstacles that divert traffic horizontally or vertically, requiring slower speeds and increased concentration from drivers to navigate. Unlike passive treatments, however, construction and maintenance costs as well as secondary impacts may be a concern.

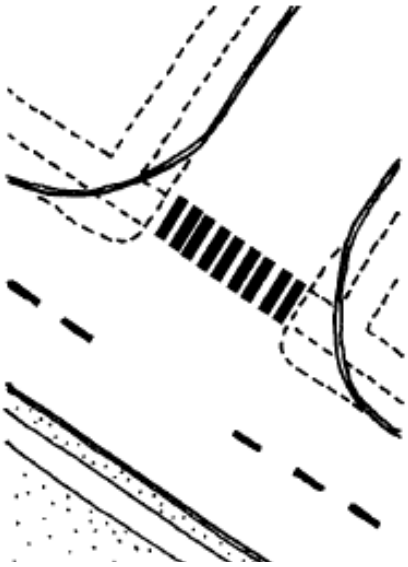
## Reduced Curb Radii

The curb radius at an intersection impacts how fast turns can be made by right-turning traffic. Large curb radii pose a risk to pedestrians crossing and can increase crossing distances within the crosswalk. Reducing curb radii at intersection can force drivers to make turns at slower speeds. This is effective at skewed intersections where turning radii can be very large, resulting in higher turning speeds. Redesigning intersections to have angles of 90 degrees can also solve this problem.

**Advantages include:** Reduced turning speeds, improved pedestrian safety, shorter pedestrian crossing distance, reduced likelihood of high-speed collisions, can be implemented at a low cost with interim measures (e.g. bollards, paint).

**Disadvantages include:** Can be costly to implement if rebuilding curbs or redesigning intersections entirely, may impede large vehicle movements, does not impact speeds between intersections.

Exhibit 4.1: Impacts of Reduced Curb Radii



Source: US Department of Transportation Federal Highway Administration

## Horizontal Deflection

Measures that require drivers to alter their path and slow down are referred to as horizontal deflection measures. Examples include pinch points, neckdowns, chicanes and neighbourhood traffic circles. Introducing obstacles that require additional attention from drivers typically result in drivers reducing their speeds. Curb extensions (or bump outs) are a type of pinch point that serves to narrow the roadway and decrease pedestrian crossing distances. Mid-block pedestrian

refuges can also act as horizontal deflection measures by narrowing the travel lanes at the point of the mid-block crossing. This measure tends to work best in urban settings. It does not typically apply in rural settings.

**Advantages include:** Reduced speeds, improved safety for pedestrians and other vulnerable road users, may be implemented at low cost with interim materials (e.g. bollards).

**Disadvantages include:** Possible loss of on street parking, may be costly to implement, may impact winter maintenance and may interrupt drainage.

## Roundabout

Roundabouts are circular intersections designed to allow for continuous circular traffic flow. They are designed to reduce collision severity by removing potential conflicts between left-turning vehicles and removing the potential of head-on collisions. Roundabouts force drivers to reduce speeds as they enter the circulatory roadway. Roundabouts can be applied in both rural and urban settings.

**Advantages include:** Can moderate traffic speeds, safer than traditional traffic signals.

**Disadvantages include:** Can be costly to construct, may be difficult for larger vehicles to navigate, can be difficult for pedestrians to navigate, especially the visually impaired.

## Raised Median Island

Elevated road medians located at the centerline of a roadway act to reduce the lane width, making drivers feel constrained results in drivers reducing operating speeds. The islands also provide a refuge area for pedestrians, reducing conflicts with vehicles. Median islands can be used in both rural and urban settings.

**Advantages:** Slows down traffic and provides a physical separation between lanes, creates a refuge area for pedestrians, reduces head on collisions.

**Disadvantages include:** Road must be wide enough to accommodate the median, may impact drainage, restricts driveway access along a continuous stretch.

## Vertical Deflection

Exhibit 4.2: Raised Pedestrian Crossing



Vertical deflection measures include speed humps, speed tables, raised crosswalks and raised intersections that are intended to slow drivers down or risk an uncomfortable traversal. These measures can be used in both rural and urban settings.

**Advantages include:** Effective self-enforcing speed reduction.

**Disadvantages include:** Increase noise from additional acceleration, increase in maintenance costs, potential impacts to emergency vehicles, transit vehicles and cyclists.

# 5 Peer Review

The following section provides a high-level review of traffic calming policies and procedures in peer communities, including rural contexts. The intention is to provide a foundation from which Meaford's policy and procedure can be structured and adapted. Different communities undertake different approaches and have differing triggers and warrants. Key takeaways from each of the peer community processes and policies are discussed below.

## Durham Region Traffic Management Guideline for Hamlets

While urban traffic calming is a well-developed practice area, rural areas and hamlets have more limited resources. Meaford has several settlement areas within its rural land where traffic calming may be desirable. As such, it is an important consideration in Meaford's traffic calming policy and procedure. Durham Region's Traffic Management Guideline for Hamlets provides a strong basis for considering rural traffic calming and potential approaches.

The report provides a process to responding to traffic concerns within hamlets located throughout the Region. Their process outlines a three-stage approach starting with assessment, plan development and implementation.

The first step of the assessment phase is an internal review to determine whether soft traffic calming such as education and enforcement are enough to address the concern. If not, the candidate location proceeds to two screening tests used to its asses merit for engineering intervention. These tests are displayed in Exhibit 5.1. The assessment phase requires that both tests be met to move forward to the next stage (plan development).

Exhibit 5.1: Screening Tests Undertake as Part of Durham Region's Three-Stage Traffic Calming Process

**TEST 1 – Has one serious collision (personal injury or fatality) involving a vulnerable street user (pedestrian or cyclist) occurred within the past three years?**

**TEST 2 – Are at least two of the following criteria met?**

a) **Inappropriate Driver Behaviour** – At least 5 recorded complaints verified through enforcement efforts (example Road Watch entries and police follow-up).

b) **Excessive Speed** – Either:

- 15% of vehicles traveling at or above the posted speed limit **OR**
- 5% of vehicles traveling 10 km/h or more above the posted speed limit.

c) **Collision History** – Frequency of collisions involving motorized vehicles, pedestrians and/or cyclists is above the Potential for Safety Improvement (PSI) value for similar locations.

d) **Excessive Heavy Vehicle Traffic** – Volume of heavy vehicles exceeds 10% of the total traffic volume.

Source: Traffic Management Guideline for Hamlets, Durham Region, Hatch Mott MacDonald (2014)

## City of Cambridge

The City of Cambridge has endorsed[1] traffic calming as a way of reducing speeding and collisions in residential neighbourhoods as part of their Traffic Management Plan. They take a simplified approach which considers two levels of traffic calming treatments: Level 1 Soft Calming and Level 2 Physical Intervention.

Treatment determination is dependant on traffic volume, average traffic speed and neighbourhood commitment. To qualify for Level 1 traffic calming, the corridor must meet the all the following warrants: 800 vehicles per day or more, 85$^{th}$ percentile speed 10 km/h or more above the posted speed limit and 85$^{th}$ percentile speed at least 55 km/h. For Level 2 physical treatments, traffic volume warrants are increased to 1,000 vehicles per day or more on a local road or 2,500 vehicles per day or more on a collector road. Traffic speed warrants remain the same. A third condition must be met, called neighbourhood commitment. To meet this warrant, Level 1 treatments must have been in place

[1] https://www.cambridge.ca/en/learn-about/resources/Transportation/TTR_CambridgeTMP_Appendix-I_Phase3_TrafficCalmingPolicy_Final_2020-03-19.pdf

for more than one year and a neighbourhood petition must be completed. The petition requires support from 51% of properties within the application zone. For all criteria, there are exceptions made for designated school and park zones.

The City consults with emergency services when considering Level 2 treatments to ensure emergency vehicles are considered in the design along emergency priority routes. The City also requires developers to design streets to limit the potential for excessive speeding and volume so that traffic calming will not be required as a retrofit application.

## Town of Lakeshore

The Town of Lakeshore has conducted a traffic calming study on Caille Avenue, a lakefront, urban residential street with similarities to those found in Meaford (e.g. Grandview Dr, Lakeshore Rd and Bayshore Rd). Residents were concerned over high traffic speeds and lack of suitable infrastructure for pedestrians and cyclists. Building on the traffic calming strategy outlined in the Town's 2008 Transportation Master Plan[2], the study recommended a two-stage approach, beginning with soft traffic calming measures, evaluating and assessing its impact, and moving on to hard measures should the soft measures prove unsuccessful. For Caille Ave, the study concluded that operating speeds were slightly above posted speed limits and recommended that a speed display device in conjunction with police enforcement was an appropriate treatment. Additionally, due the absence of pedestrian and cyclist facilities, the study recommended that the Town consider reconstructing the road in the long term to add active transportation facilities. No specific warrants were discussed within the Caille Ave study or the TMP's traffic calming strategy.

## Township of Essa

The Township of Essa traffic calming plan[3] outlines a weighed point system to screen traffic calming requests. Requests are assessed through a points-based system that considers speed, volume, cut-through traffic, collisions, provision of sidewalks, sightlines, road allowance limitations and pedestrian generators. The scoring system is outlined in Exhibit 5.2.

A minimum point threshold of 35 for a local road or 52 for a collector road must be met to proceed with the traffic calming request. If a request is deemed suitable a public open house will be conducted to inform and confirm the support of residents. The treatment measure is determined from a list outlined in the policy and the decision is based on the judgement of Township staff. Once the

---

[2] https://www.lakeshore.ca/en/municipal-services/resources/Documents/TransportationMasterPlan.pdf
[3] https://www.essatownship.on.ca/traffic-calming

design is finalized and implemented, staff will monitor to determine the effectiveness of the treatment.

Exhibit 5.2: Township of Essa Traffic Calming Scorecard

| | | | |
|---|---|---|---|
| Road Section:_____ Prepared By:_____<br>Road Class:_____ Prepared On:_____ | | | |
| **Traffic Data** | | | |
| **Feature** | **Range** | **Criteria** | **Score** |
| 1. Speed | 0 to 35 | 5 points for every 2 km/h that the 85th percentile speed is greater than 10 km/h over the posted speed limit | |
| 2. Volume | 0 to 20 | Local Roadways: 5 points per 500 ADT<br>Collector Roads: 5 points per 1000 ADT | |
| 3. Short-Cutting Traffic | 0 to 15 | 5 points if there is a presence of 25% or more shortcutting traffic, additional 5 points for every 10% increment above 25% | |
| 4. Collisions | 0 to 10 | 1 point for every collision/year over a 3-year period | |
| **Road Characteristics** | | | |
| Feature | Range | Criteria | Score |
| 1. Sidewalks | 0 to 5 | 5 points for no sidewalks with evidence of pedestrian activity | |
| 2. Pedestrian Generators | 0 to 15 | 5 points for each nearby (must have direct connection to subject roadway) pedestrian generator such as school, playground, community centre, libraries, retail, etc. | |
| 3. Sight Lines | 0 to 10 | 0 points for excellent sight lines, 5 points impaired sight lines, 10 points for very poor sight lines | |
| 4. Road Allowance Limitations Paved Width ≤6m | 0 to 5 | 5 points for limited paved surface and/or boulevard width | |
| **Overall Assessment** | | | |
| **Does the location meet the minimum requirement:** | | | **Total Score:** |
| **35 Points** | | **Local Road** | |
| **52 points** | | **Collector Road** | |

Source: Township of Essa Traffic Calming Policy (2018)

## Town of Caledon

The Town of Caledon traffic calming strategy[4] aims to reduce traffic speed, collision severity and frequency and enhance safety for pedestrian and cyclists in both urban and rural settings. The Town utilizes a standardized traffic calming warrant process which involves a petition from residents, screening the location for suitability, conducting a traffic operations review, identifying a suitable treatment based on a ranking process, implementing and evaluating the treatment.

To be eligible for traffic calming, the following warrants must be met: The grade must be less than 8%, block length must be greater than 110 metres and local roads must carry more than 750 vehicles per day while collector roads must carry more than 1,500 vehicles per day. A second step considers either total number of collisions in the previous three years (more than 6 for a local road, more than 11 for a collector road) or 85$^{th}$ percentile speed (15 km/h or more over the posted speed limit). If either of those two criteria are met, along with the traffic, grade and block length criteria, the segment qualifies for the next step in the process.

The next step prioritizes applications through a scoring system, with evaluation rubrics customized for urban and rural roads. Elements that are considered are traffic speeds, volumes, collision data, pedestrian facilities or generators, bicycle facilities or routes and adjacent land use (urban roads) or driveway density (rural roads).

[4] https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=10418

# 6 Traffic Calming Policy and Process

Meaford's traffic calming policy and process is a response to speeding and cut-through traffic complaints and requests for traffic calming measures. To be effective, the traffic calming policy and process must consider to the following key local issues:

- It must provide a transparent, systematic and defensible process to determine eligibility for traffic calming interventions;
- It must provide an affordable approach that prioritizes the most severe cases; and
- It must consider both urban and rural cases.

The intention of the traffic calming policy is to improve the safety and livability of Meaford's streets in both urban and rural contexts for all road users, particularly vulnerable road users (e.g. pedestrians, cyclists, elderly residents, people with disabilities, etc.). The potential passive and physical measures discussed in this paper should all be considered and the best fit selected at the judgment of Municipality staff and/or outside consultants.

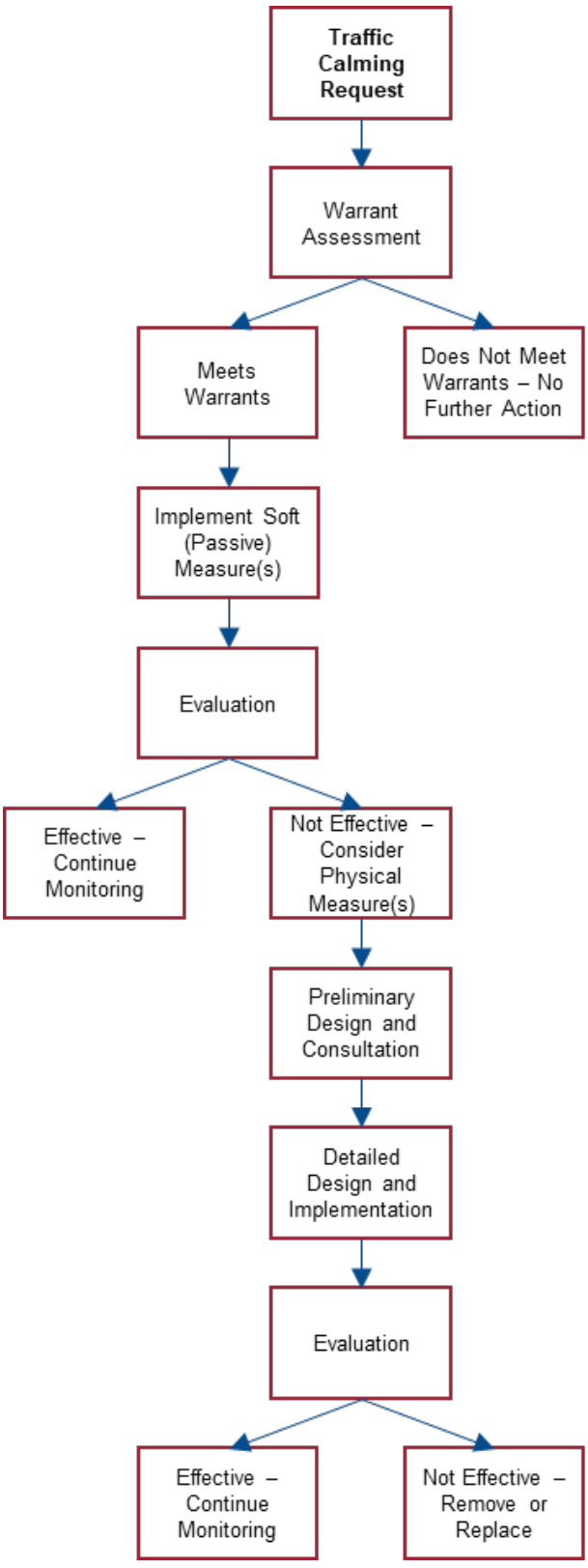
Recognizing that physical traffic calming measures can be costly, Meaford's traffic calming process is designed with lower cost (i.e. passive or soft) measures as the first stage. Only if these approaches are not found to be sufficient, should physical interventions be considered.

## Guiding Principles

The following principles should be kept in mind when investigating, considering and implementing traffic calming measures.

- Public safety is the first and foremost consideration.
- Problems should be clearly identified, and data sufficient to quantify the issue.
- Physical treatments should only be considered after education, enforcement and traffic engineering have not sufficiently addressed the issue.
- Self enforcing treatments should be considered before treatment requiring police presence to enforce compliance.
- Treatments should not hinder cyclists, pedestrians, emergency vehicles or transit vehicles without alternate accommodations agreed upon during consultation.
- The public and stakeholders should be sufficiently consulted.
- Effectiveness shall be monitored after implementation and reported to stakeholders and ineffective treatments should be removed or replaced.

Exhibit 6.1: Traffic Calming Process Flow Chart




## Process

The traffic calming process is intended to provide a transparent, traceable and data-driven response to traffic calming requests. It is depicted in Exhibit 5.1. The first step is to assess the corridor against the warrant criteria (see below). If these warrants are met, soft (passive) measures should be implemented. Soft measures may include notice and advertisement (e.g. online, social media) to raise awareness.

When considering soft traffic calming, Municipality staff should review the corridor for factors that warrant warning signage (e.g. slow-moving vehicles, playgrounds, etc.) per OTM Book 6. This can be a starting point to help determine appropriate warning signage or if other traffic calming measures should be considered.

Following implementation, the corridor should be evaluated to determine the efficacy of the measures applied. If the measures have been effective in addressing the speeding and/or cut-through traffic issues, no further action needs to be taken (though periodic monitoring and evaluation should continue).

If the soft measures are not effective, physical measures should be considered. At this stage, an analysis should be undertaken to identify the preferred physical intervention and develop the preliminary design. Staff may consult with the public and stakeholders at this stage.

Following consultation, detailed design is completed, and the measures are implemented. Monitoring and evaluating the impacts of the intervention are critical. If the physical measures are deemed effective, the process stops. If they are not effective, the Municipality should consider removing the measures or replacing the measures with a new approach. Ongoing monitoring should continue in all cases.

The traffic calming process is not intended to restrict other interventions not covered in this document such as the temporary placement of

portable message boards or other signage. The process is intended to provide data-driven justification for and guide the application of costlier soft and hard traffic calming measures.

If multiple requests are pending, particularly as it applies to hard or physical traffic calming implementations, the warrants below can serve to help prioritize the corridors where resources are limited. These locations should also be cross-checked with collision data being collected as part of Meaford's road safety monitoring program.

## Warrant Assessment

The warrants below were identified following the review of peer communities but adapted to local conditions and Meaford's urban and rural contexts. The warrants consider only traffic volume and speeds within the urban area and only traffic speeds within the rural area. This focuses the traffic calming assessment on what can be considered the largest risk to other road users: excessive speeds. Other information, such as collision data or cut-through traffic observations can be used to augment the analysis or help prioritize otherwise similar corridors.

These warrants are the first decision point in the process to determine whether traffic calming may be an appropriate response to a specific request or safety concern. They are presented in Exhibit 5.2 and Exhibit 5.3.

Exhibit 6.2: Volume and Speed Warrants for Urban Traffic Calming Application

| | |
|---|---|
| Traffic Volume | 400+ vehicles per day on a local road<br>**OR**<br>1000+ vehicles per day on a collector road |
| **AND** | |
| Traffic Speed | 85th percentile speed is >10 km/h over the posted speed limit |

Exhibit 6.3: Speed Warrants for Rural Traffic Calming Application

| | |
|---|---|
| Traffic Speed | 85th percentile speed is >10 km/h over the posted speed limit |

Corridors that do not meet the above thresholds may still be considered for traffic calming at the discretion of Municipality staff, provided there is other compelling evidence or mitigating factors.

## Public and Stakeholder Consultation

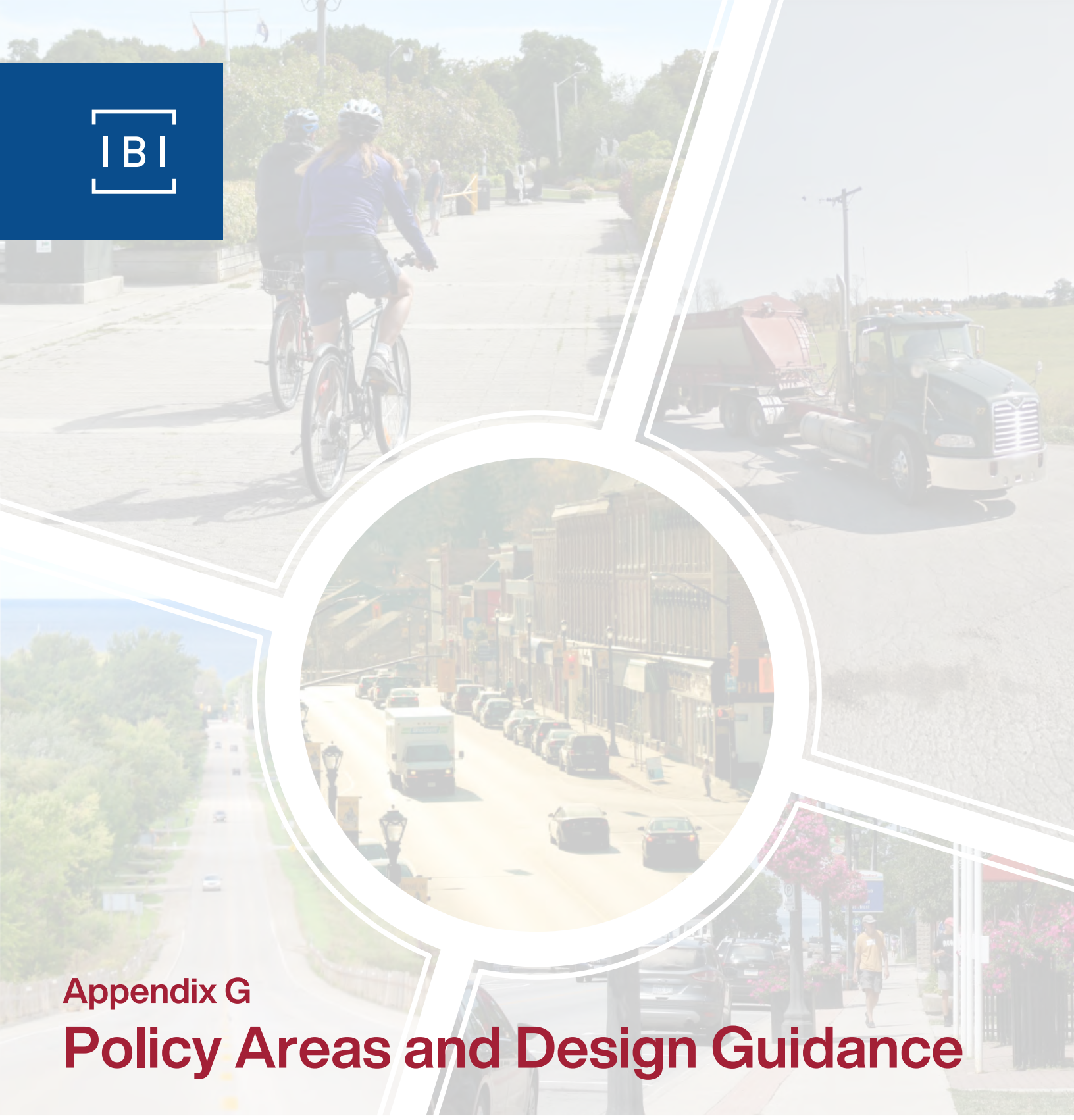
Consultation with public and stakeholders is typically undertaken if physical interventions are being considered. As with soft measures, implementation of physical measures would usually include notice and advertisement (e.g. online, social media) to raise awareness.

## Emergency Services

Consultation with emergency service will occur when considering physical treatments. Fire and ambulance services may have concerns about increased response times if traffic calming measures are installed.

## Preventative Traffic Calming

Design standards will be updated to require developers to design new streets to lower design speeds where desired, to minimize the need for future traffic calming interventions.



IBI

## Appendix G

# Policy Areas and Design Guidance

Municipality of Meaford

# Transportation Master Plan

July 2021

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# Memorandum

| | | | |
|---|---|---|---|
| **To/Attention** | Municipality of Meaford | **Date** | 2021-05-18 |
| **From** | IBI Group | **Project No** | 124140 |
| **cc** | | | |
| **Subject** | **Meaford Transportation Master Plan Policy Areas and Design Guidance** | | |

## 1 Introduction

This memorandum forms the policy guidance section of Meaford's upcoming Transportation Master Plan (TMP). Specifically, it outlines several policy areas relating to road design, road user safety and parking that Meaford requested direction on in scoping the TMP.

The following policy areas are discussed:

- Stop signs;
- One-way streets;
- Speed limits;
- Road safety;
- Community safety zones;
- Parking and accessible parking;
- Rural goods movement;
- Paving rural roads; and
- Road design and planning.

## 2 Stop Signs

Meaford occasionally receives requests for stop signs to be installed for perceived traffic operations, safety and traffic calming benefits. The following provides a review and policy direction for responding to these requests and examining stop sign needs in general.

## Background Review

The Ontario Traffic Manual (OTM) Book 5 – Regulatory Signs provides guidance on the use and installation of stop signs. It states that stop signs should only be installed as a last resort, after all other measures have been unsuccessful. If stop signs are liberally installed, it may lead to lower compliance by drivers that perceive the signs to be unwarranted. This can have safety impacts at the intersection, and at other intersections if adherence to signs in general are lower. The overuse of stop signs can also lead to negative impacts on traffic flow, which in turn may also lead to more aggressive driving behavior.

OTM Book 5 also provides guidance on topics such as locations where stop signs should not be implemented. Book 5 also contains warrants for stop signs on the minor approach as well as warrants for all-way stop controlled intersections. The all-way stop control warrant considers a combination of hourly traffic demand, pedestrian volumes, and the directional split of traffic demand.

OTM Book 5 also lists specific instances where all-way stop control is not appropriate, including:

- Where the protection of pedestrians, school children is a prime concern;
- As a speed control device;
- As a means of deterring the movement of through traffic in a residential area; and
- Where traffic would be required to stop on grades;

In these cases, concerns can usually be addressed by other means including pedestrian crossovers and traffic calming.

Most municipalities follow OTM guidelines for stop control warrants. The City of Hamilton is an example of a customized policy[1], which is based on OTM Book 5 but tailored slightly for local conditions, including a minimum spacing requirement and a minimum 50km/h posted speed.

## Policy Recommendation

The Municipality of Meaford will apply OTM Book 5 to determine if a stop sign is warranted, prior to installation. This policy acknowledges that stop signs are not typically appropriate for use to protect pedestrians, as a speed control device, and as a means of deterring through traffic.

---

[1] Installation Policy for All-Way Stop Control at Intersections, City of Hamilton, 2001. http://www2.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/ClerkPDFs/committee-of-the-whole/2001/apr25/TOE01053.pdf

Over time Municipal should consider monitoring and identifying locations with problematic all-way stop control. This could be through collision data monitoring (see safety policy) and through assessment and local knowledge. If a location with all-way stop control is identified as unnecessary, OTM Book 5 provides a methodology for removal of stop signs.

Meaford may, at their discretion, engage a traffic engineering consultant to assist with stop sign assessment.

# 3 One-Way Streets

There are no one-way streets in operation in Meaford. However, there are intersections that have limited sightlines for turning traffic. At these locations, converting one street to one-way operation and/or limiting turning movements may mitigate collision risk, though further analysis is required. The intersections identified through the TMP that fit these criteria are:

- Sykes Street & Berry Street,
- Sykes Street & Boucher Street, and
- Sykes Street & Ford Ave.

Additionally, Miller Street, east of County Road 12 has been identified as having potential to be converted to one-way operation to reduce conflicts between drivers and other road users caused by the narrow right-of-way and other safety concerns presented by the grade of the corridor and the proximity of the Bighead River.

In more general terms, one-way streets tend to have higher through-traffic capacity than two-way streets due to reduced turning movement conflicts at intersections.

## Background Review

Converting a two-way street to a one-way street (or vice versa) has been used by road authorities to address traffic operation and safety issues. The Association for Commuter Transportation of Canada developed a discussion paper with a detailed assessment of the advantages of one-way and two-way street networks relating to Ottawa's Downtown Moves study[2], as summarized in Exhibit 3.1.

[2] Discussion of Potential One-Way Street Conversions in Downtown Ottawa, Association of Commuter Transportation, 2013. https://www.actcanada.com/docs/default-source/act-canada-summit-2013/one-way-street-conversion-discussion-paper.pdf?sfvrsn=2

Exhibit 3.1: Advantages of One-Way and Two-Way Streets

| Road Type | Advantages |
|---|---|
| One-Way Street | • Narrower street cross-section;<br>• Improved signal coordination;<br>• Increased capacity;<br>• Reduced congestion and delay; and<br>• Improved pedestrian safety at intersections. |
| Two-Way Street | • Decreased vehicle distances travelled;<br>• Slower travel speeds;<br>• Improved pedestrian (and cyclist) safety through reduced travel speeds; and<br>• Supporting street-oriented land uses. |

When considering changing a two-way street to a one-way street, Municipal should assess the traffic impacts of diverting the drivers that typically travel in the direction being prohibited. The traffic operational impacts of traffic diverted along parallel roadways should be examined to determine if the adjacent road network could accommodate the additional traffic without causing new operational constraints.

Another consideration when changing a roadway from a two-way to a one-way street is the resultant right-of-way width. For example, if a two-way street is currently 10 metres wide, and is changed to a one-way street, that the resulting road may appear to be very wide and open. This may lead to vehicle operating speeds increasing, thereby increasing the severity of potential collisions. Special care should be taken to ensure that the proposed design and geometry limits the potential for wide cross-sections or lanes. This can be achieved through allocating additional space to active transportation facilities, implementing on-street parking, or other geometric controls. OTM Book 5 contains guidance on one-way and associated “Do Not Enter” signage to safely change the road from a two-way street to a one-way street.

The City of Hamilton developed a policy paper[3] to help provide policy direction and aid in the decision-making process of converting one-way streets to two-way streets. It included a list of criteria that could also be applied for converting two-way streets to one-way streets. Some factors included in the criteria for consideration are traffic count, street classification, speed, collisions, land uses, transit services, pedestrian and cyclist facilities, and impact on the health, safety, and livability of the communities.

[3] Background Report: Street (One- to Two-Way) Conversions, City of Hamilton. https://www.hamilton.ca/sites/default/files/media/browser/2018-06-06/draft-tmp-backgroundreport-streetconversion-8.pdf

## Policy Recommendation

One-way streets will only be considered through a comprehensive assessment of safety implications for all modes of travel (walking, cycling, and traffic), operations study assessing overall impact of diverted traffic and impact of gain or loss of access and convenience for residents and businesses.

# 4 Speed Limits

In Meaford the maximum speed limit is 50 km/h for urban streets and 80 km/h for rural roads unless otherwise posted, which follows Ontario provincial norms and Highway Traffic Act default speed limits. There are a small number of locations where the speed limit deviates from the default, around the existing school (i.e. St. Vincent St, Eliza St and Aiken St) as well as some rural roads where conditions necessitate a lower speed limit (e.g. Cedar Ave, 4th Side Road and Georgian Beach Rd).

Meaford frequently hears concerns from residents about speeding traffic, which points to several considerations relevant to the TMP including traffic calming, design standards, safety, collision history, and speed limits. There are also some roads that may be signed / posted inappropriately. However, Meaford does not currently have a process in place to assess the appropriateness of the existing speed limits or to set new speed limits. The following provides a review and guidance of how speed limits should be set and a formalized policy for setting and updating speed limits.

## Background Review

Speed limits give expectations to drivers, and properly-set speed limits provide a safe, consistent, and reasonable speed to protect all road users. Statutory speed limits are generally established by legislatures or by-laws for different types of roads, while posted speed limits include signs posted at corridors where the speed limit is different than the statutory speeds.

### Establishing Corridor Specific Speed Limits

For establishing recommended speed limits on specific roads, the Transportation Association of Canada's (TAC) Canadian Guidelines for Establishing Posted Speed Limits provides guidance on setting appropriate speed limits based on the road classification, function, and physical characteristics of a roadway. The guidelines consider factors including land uses (i.e., rural or urban), road classification, median treatment (i.e., undivided, divided), number of lanes, design speed or existing posted speed, horizontal and vertical alignment, lane width, roadside hazards, pedestrian and cyclist exposure, pavement surface condition, intersection and access density, and on-street parking. These factors are used to calculate a risk score and

recommended posted limit. An example of the TAC Automated Speed Limit Guideline tool is presented as Exhibit 4.1.

Meaford has collected average and 85th percentile speed data for all road segments in Meaford. These speeds were compared to the posted speed limits to identify where operating speeds do not align with posted speeds. This is summarized in Exhibit 4.2 and displayed in Exhibit 4.3. Discrepancies may indicate incompatibilities between the design of the roadway and the desired operating speeds. Roads where 85th percentile speeds exceed posted speed limits by 15 km/h or more pose increased risk of serious collisions. Within the transportation industry, 85th percentile speeds are regarded as the speeds at which a reasonable driver would feel comfortable driving at.

### Rural Hamlet Speed Limits

Though the default rural speed limit is 80 km/h, there are numerous locations in rural Meaford where lower speeds are desirable. These include instances where road geometries necessitate lower speeds for the safe operation of vehicles (e.g. Cedar Ave, 4th Side Road and Georgian Beach Rd) as well as where rural hamlets are located.

Where the presence of homes and other land uses increase the intensity of activity lower speed limits may be desired. Currently, the Municipality lowers speed limits on an ad hoc basis. This should continue, with the input of the Transportation Association of Canada's (TAC) Canadian Guidelines for Establishing Posted Speed Limits providing guidance. The TMP's recommended Road Classification system notes that typical rural local roads can be signed as low as 40 km/h where desired.

Without physical changes to the roadway's design, however, compliance of such low speed limits may be low. These locations may be candidates for traffic calming interventions.

Exhibit 4.1: TAC Automated Speed Limit Guidelines Tool

# Automated Speed Limit Guidelines

**FORM A - Automated Speed Limit Guidelines Spreadsheet**

**Version:** 10-Apr-09

| | | | | | |
|---|---|---|---|---|---|
| Name of Corridor: | Bayfield Street | | | | |
| Segment Evaluated: | N Sykes Street | to | Bridge Street | | |
| Geographic Region: | Meaford | | | | |
| Road Agency: | Municipality of Meaford | | | | |
| Road Classification: | Local | Length of Corridor: | 645 | m | |
| Urban / Rural: | Urban | Design Speed: (Required for Freeway, Expressway, Highway) | | km/h | |
| Divided / Undivided: | Undivided | Current Posted Speed: (For information only) | 50 | km/h | |
| Major / Minor: | Major | Prevailing Speed: (85th Percentile - for information only) | | km/h | |
| # Through Lanes Per Direction: | 1lane | Policy: (Maximum Posted Speed) | 50 | km/h | |

| | | RISK | Score |
|---|---|---|---|
| A1 | GEOMETRY (Horizontal) | Medium | 2 |
| A2 | GEOMETRY (Vertical) | Lower | 1 |
| A3 | AVERAGE LANE WIDTH | Medium | 4 |
| B | ROADSIDE HAZARDS | Medium | 2 |
| C1 | PEDESTRIAN EXPOSURE | Lower | 3 |
| C2 | CYCLIST EXPOSURE | Higher | 9 |
| D | PAVEMENT SURFACE | Lower | 1 |
| E1 | NUMBER OF INTERSECTIONS WITH PUBLIC ROADS | *Number of Occurrences* | 5 |
| | STOP controlled intersection | | |
| | Signalized intersection | | |
| | Roundabout or traffic circle | | |
| | Crosswalk | 3 | |
| | Active, at-grade railroad crossing | | |
| | Sidestreet STOP-controlled or lane | 3 | |
| E2 | NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS | *Number of Occurrences* | 11 |
| | Left turn movements permitted | 14 | |
| | Right-in / Right-out only | | |
| E3 | NUMBER OF INTERCHANGES | *Number of Occurrences* | 0 |
| | Number of interchanges along corridor | 0 | |
| F | ON-STREET PARKING | Higher | 9 |

Calculate Total Risk Score

**Total Risk Score:** 47

**Posted Speed Limit (km/h):**

As determined by road characteristics: 40

As determined by policy: 50

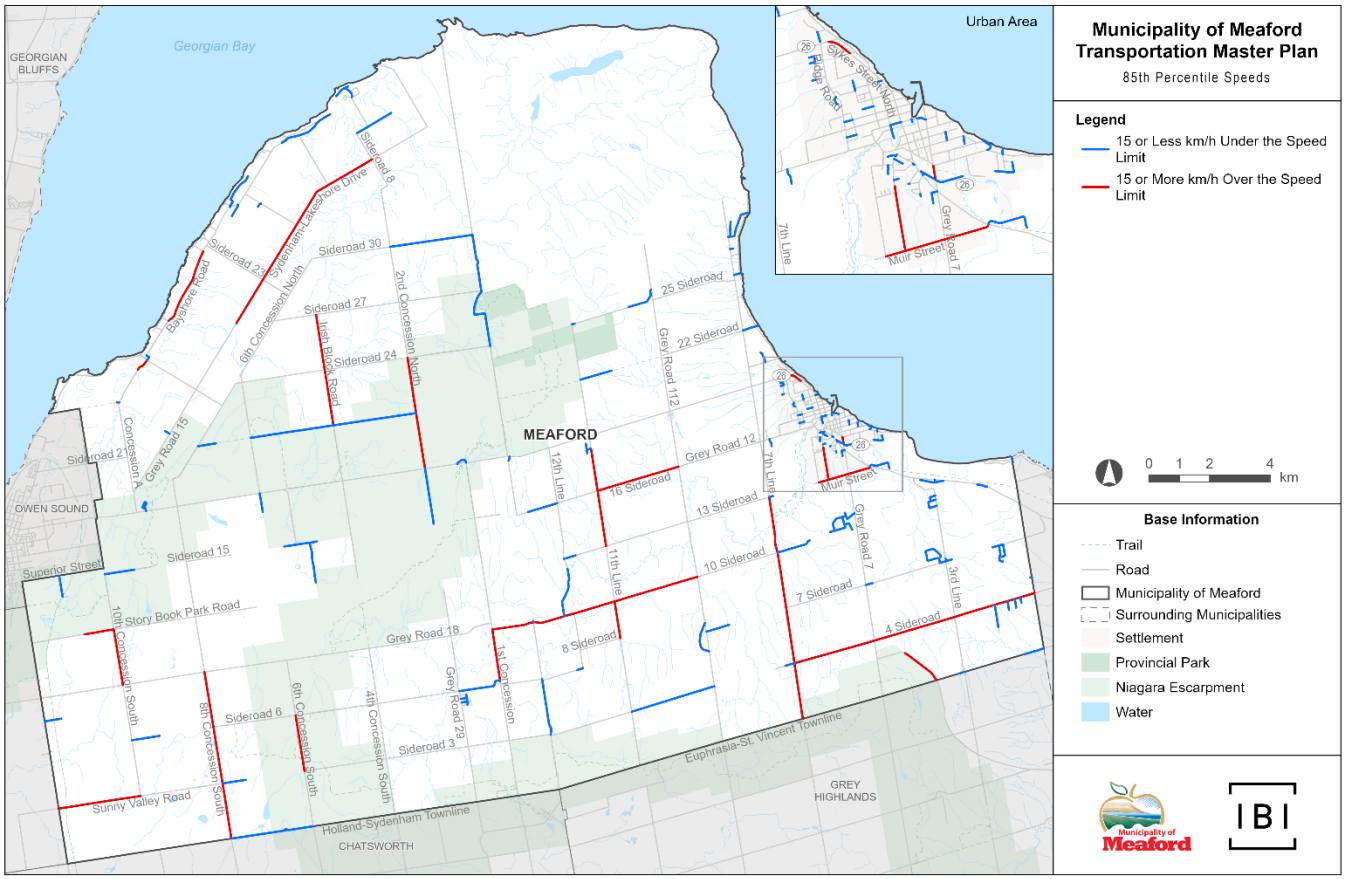
The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

**Comments:**

Exhibit 4.2: Count of Road Segments by Difference Between 85th Percentile Speed and Posted Speed Limit (Dead-End Segments Excluded)

| 85th Percentile Speed | Frequency |
|---|---|
| 15 km/h or more under posted speed limit | 71 |
| 10 to 15 km/h under the posted speed limit | 28 |
| 5 to 10 km/h under the posted speed limit | 28 |
| 0 to 5 km/h under the posted speed limit | 28 |
| 0 to 5 km/h over the posted speed limit | 17 |
| 5 to 10 km/hr over the posted speed limit | 18 |
| 10 to 15 km/h over the posted speed limit | 18 |
| 15 km/h or more over posted speed limit | 45 |

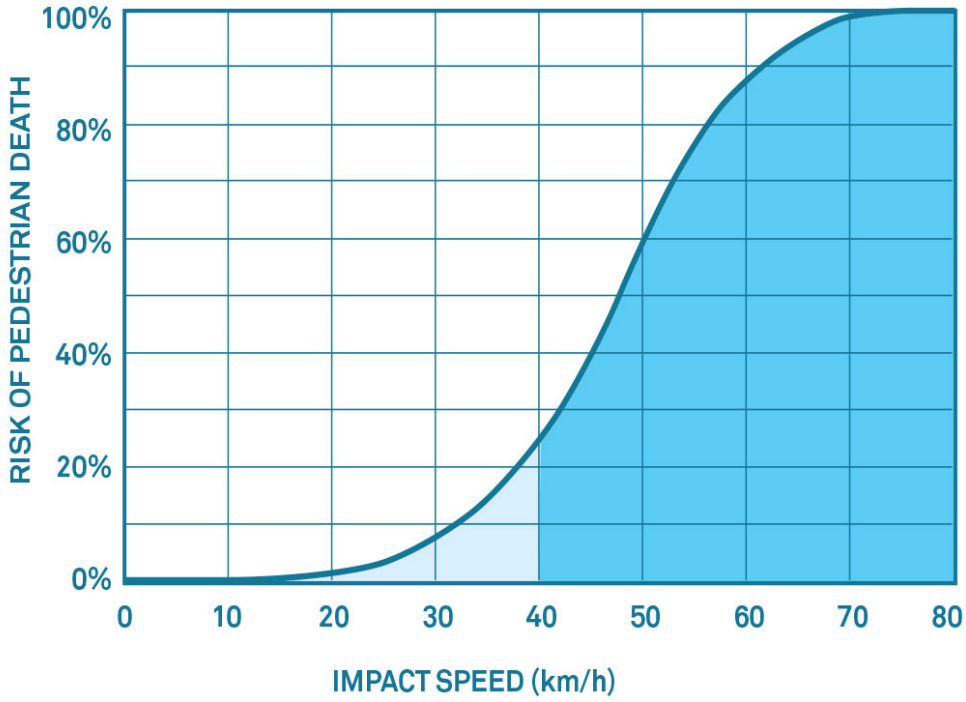
Exhibit 4.3: Roads Segments with Highest Speed Differentialin Meaford



### Lowering the Default Urban Speed Limit

In recent years there has been interest in some Ontario municipalities in lowering urban speed limits to 40 km/h. A preliminary scan of news media shows that in recent years the Town of Orangeville and the Town of Prescott have passed municipal bylaws to implement a 40 km/h default urban speed limit, the City of Hamilton has lowered speed limits to 40 km/h on all local and minor collector streets, and other municipalities have considered it, are reviewing speed limits currently, or are proposing it for upcoming years. There is well documented evidence that a reduction in travel speed below 50 km/h (e.g. 30 km/h or 40 km/h) drastically increases survivability of pedestrian-vehicle collisions. This is shown in Exhibit 4.4 However, reducing the speed limits alone will not always result in lower operating speeds.

Exhibit 4.4: Relationship Between Impact Speed and Risk of Pedestrian Death.




Source: Global Street Design Guide (NACTO, Global Designing Cities Initiative, 2013)

## Policy Recommendation

To improve safety for all road users, a key TMP objective, it is recommended that Meaford consider a reduced 40 km/h default speed limit within the urban area. A reduced default speed limit would be illustrated through ‘blanket’ speed limit signage on entry to Meaford and at strategic locations. This would require a separate process to update the by-law and bring the change through Meaford Council.

If the political process to lower the default speed limit is unsuccessful or deferred, the following policies outline how speed limits will be set and reviewed:

- Speed limit reviews on existing rural roads (or urban roads if a default speed of 40 km/h is not adopted) will be undertaken on an individual basis following provincial guidelines and industry best practices. Locations where there are major discrepancies between posted and operating speeds are identified or locations where speed limit change requests are received should be monitored and assessed for speed limit changes and prioritized through the safety / collision monitoring program identified in the TMP.
- Speed limits on new roads in Meaford will be set or modified according to TAC guidelines and methodology and be consistent with the guidelines set out in the Road Classification system.

# 5 Safety

Safety is a major concern and emphasis of the Municipality of Meaford and improving safety for all modes of travel is a core part of the Transportation Master Plan. Implementing safety-related improvements can be costly necessitating an approach that assesses severity of problems and prioritizes improvements based on cost and benefit. The theme of safety is addressed throughout the TMP, including the traffic calming policy and procedure, active transportation networks and strategies, and other policies covered in this document.

Safety is a consideration in Meaford's transportation planning and engineering, however there is no formal, ongoing monitoring program to inform this decision-making. This section outlines the guiding policy along with a series of actions designed to be undertaken utilizing existing staffing and resources. Together, they comprise a road safety monitoring program that will help to identify and prioritize issues and provide input into the decision-making regarding capital spending on mitigating these issues.

## Policy Recommendation

Safety for all road users is Meaford's first priority in managing and planning its transportation network.

## Road Safety Monitoring

Though collisions are tracked by the Ontario Provincial Police, these data are not part of an ongoing process to assess and improve the safety of Meaford's roads and streets. Tracking collision frequency and severity can help identify areas where safety improvements are most needed and can provide insight into

the types of alterations needed to be made. For a safety monitoring program to be effective, it must become an ongoing concern for municipal staff.

The monitoring program outlined below is intended to get Meaford to the point where they can routinely identify problem locations and assess whether additional actions should be taken to mitigate the issues, including potential capital work. The monitoring program is made up of the following ongoing tasks and actions.

- The Municipality will immediately request from OPP collision data for the previous five years and continue to request updated data on an annual basis.
- Using this data, Meaford will identify intersections and mid-block locations with the most collisions (i.e. more than ten collisions in prior five years).
- Coordinate and cross check problem locations with speed limit assessment, stop signs, community safety zones, road design and planning criteria as outlined in the respective TMP policies. Take appropriate action to mitigate issues according to these policies an processes.
- If larger capital works are required, schedule into the road improvement program and capital budget planning processes and prioritize accordingly.
- Report to council findings once per year.

# 6 Community Safety Zones

In the past, Meaford had designated many Community Safety Zones (CSZ) across the municipality. Enforcement constraints have limited the ability to enforce these zones, however, as the Ontario Provincial Police have identified that through their contract with Meaford, are only capable of enforcing two CSZs. In more recent years, Meaford has reduced the number of CSZs to a single location, surrounding the Georgian Bay Community School. As of June 2021, however, the school will no longer be operation as students will move to a new location at Sykes St and County Road 7. As the new school will be on a county road, Meaford will have to work with Grey County to consider a new Community Safety Zone.

Meaford does not currently have an internal process for assessing potential locations for Community Safety Zones. This section is intended to provide a review of considerations relating to CSZ designations and identifies a policy to assess and implement CSZs moving forward. Additionally, there is a discussion regarding automated speed enforcement (ASE), which was recently permitted by the Ontario government within CSZs, as a potential alternative to traditional policing. Background Review

Community Safety Zones (CSZ) are designated roadway sections recognized under the Highway Traffic Act to allow fines associated with speeding offences to be doubled. CSZs are intended to help influence a change in driver behaviour and to improve safety. CSZs are typically designated at locations which have safety concerns or complaints, or near sensitive areas such as schools, day-care centres and retirement homes, where the presence of vulnerable road users is more likely.

CSZ designations can only take effect after municipal by-laws are in place and regulatory signs are posted. Signs are typically posted at the limits of the zone with “Begins” and “Ends” tabs defining the legal limits of the zone. OTM Book 5 provides guidance on the appropriate signage to be used.

There is no one resource to provide guidance on assessing the appropriateness of a CSZ. Municipalities are left to develop their own warrants and criteria. One example is York Region, which has developed Community Safety Zone Installation Guidelines[4], adopting its own criteria for the implementation of CSZ, as summarized in Exhibit 7.1. York Region’s current CSZ warrant criteria consider both the need for special consideration and the designation’s potential to improve safety performance - both warrants must be met to install a CSZ.

Exhibit 6.1: York Region CSZ Warrant Criteria

| Criteria | Consideration |
|---|---|
| Designated Areas of Special Consideration | • Community centres<br>• Elementary or secondary schools<br>• High pedestrian traffic locations (100 pedestrians or more for any eight hours of the day)<br>• Seniors’ centres and residences |
| Safety Performance | • Posted speed<br>• Daily traffic volumes<br>• Number of lanes<br>• Length of sidewalks<br>• Pedestrian volumes<br>• Intersections and accesses per kilometre |

Niagara Region also considers the number of safety and speeding complaints, percentage of students and families walking to and from school, speeding study results, and number of violation occurrences when choosing a site for CSZ designation.

One drawback with having a standard set of CSZ warrant criteria is the possibility that drivers who face penalties for driving infractions in a CSZ may

[4] Community Safety Zone Installation Guidelines, York Region. http://archives.york.ca/councilcommitteearchives/pdf/rpt%204%20cls%203-15.pdf

more easily challenge a ticket. Another drawback is that residents of Meaford County may use the warrants to justify a need for a CSZ in their neighbourhood, leading to more CSZs than could effectively be enforced. Consequently, cities, such as the City of Toronto and City of Ottawa, choose to deal with CSZs on a case-by-case level, rather than having a standard set of CSZ warrant criteria.

Enforcement resources must be taken into consideration when determining the effectiveness, size, and location of a CSZ as well, since they require active enforcement to be effective. In addition, overuse of CSZ designation could become counter-productive to the goal of changing driver behaviour and improving traffic safety.

Given the scarcity of enforcement resources, a case-by-case approach to Community Safety Zones is recommended for Meaford. The Municipality can tailor the number of CSZs to available enforcement resources and operations funding rather than having to adhere to specific warrant criteria.

### Automated Speed Enforcement

One of the biggest issues with CSZs in Meaford in the past has been that limited enforcement resources have been stretched thin. Traditional policing can be expensive and comes with its own constraints and challenges.

The Province of Ontario has recently passed regulations allowing municipalities to operate an Automated Speed Enforcement (ASE) program (also known as speed cameras). ASE is an automated system that uses a camera with a speed measurement device to detect and capture images of vehicles travelling faster than the posted speed limit. Images are reviewed by Provincial Offence Officers and then tickets are issued to the owner of the vehicle.

ASEs have been shown to be effective in reducing speed and reducing collisions but can be politically unpopular. Warning signage, awareness campaigns and/or pilot periods are recommended if the Municipality chooses this option. Speed cameras can be relocated with a proper warning period. For example, the City of Toronto has recently purchased 50 ASE devices and are rotating them between school zones across the city and monitoring their effectiveness.

Utilizing ASEs can help mitigate the costs of police enforcement but do come with their own operating costs. In Toronto, it is estimated that each camera costs $50,000 to operate per year[5]. In Barrie, where a 2-camera pilot is set to begin in

[5] Controversial rollout of speed cameras in Toronto marred by vandalism, theft. https://www.theglobeandmail.com/canada/toronto/article-controversial-rollout-of-speed-cameras-in-toronto-marred-by-vandalism/

2021, the City estimates an annual operating cost of $70,000 to $80,000[6]. Operating costs can be offset by revenue received through the program.

Partnering with Grey County and/or other Ontario municipalities is recommended for an ASE program. Partnerships can help achieve economies of scale in leasing or purchasing ASE equipment and administering the program.

### Policy Recommendation

Community Safety Zones will be assessed on a case-by-case basis and will be informed by Meaford's Road Safety Monitoring Program and coordinated with other safety-related initiatives.

- Meaford will coordinate Community Safety Zone enforcement with OPP
- Meaford will explore partnerships to consider implementing Automated Speed Enforcement.

## 7 Parking and Accessible Parking

On-street and off-street parking is provided in the Downtown Core Commercial Area. There are two municipal parking lots accounting for 117 parking spaces including 2 accessible spaces. There are also 205 on-street spaces, including 6 accessible spaces.

However, there has been growing concern in Meaford about whether the supply of parking meets the community's needs now and into the future. Additionally, increased interest in residential units in the downtown core where on-site parking is not available has created a conflict with existing parking by-laws, which do not permit overnight winter parking. With the nature of parking needs changing, Meaford should review its existing parking by-laws across the Municipality.

The Municipality also receives occasional complaints about parking issues relating to accessing many of Meaford's rural amenities such as trail heads and conservation areas.

### Background Review

Parking is an integral element of the trip-making process. When people plan where, when, and how they travel, they are often responding to the provision of parking near their destination. Providing the appropriate amount of parking

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[6] Candid cameras coming to Barrie streets? Photo radar takes another step forward. https://www.barrietoday.com/local-news/candid-cameras-coming-to-barrie-streets-photo-radar-takes-another-step-forward-3165063

supply is a factor in fostering economic growth and producing lively, vibrant urban areas. The availability of parking opportunities in urban areas are needed to encourage visitors to support local businesses. Conversely, if too many parking facilities (off-street surface lots or parking structures) are provided, it detracts from the livelihood of the urban area. The space that could be used to build new businesses, or expand existing ones are occupied by underused parking facilities.

Typically, a parking facility is considered effectively utilized when 85% to 90% of the parking spaces are occupied during peak periods, this target results in each parking facility to have some parking spaces available for visitors. If all parking spaces are full, it will result in drivers cruising in search of a parking space, which contributes to congestion and greenhouse gas emissions.

If parking demand is found to exceed the supply, there are several strategies that should be considered before a parking expansion. Parking supply expansion can be extremely costly, and as such should be only considered as a last resort. Some strategies or measures commonly implemented by municipalities to reduce parking demand are outlined below:

- **Travel Demand Management**: Encourage travel by other modes such as cycling, walking, transit and carpooling through policies, incentives and programs. Possible strategies include investing in bicycle parking and cycling infrastructure and designating carpool spaces in desirable locations within highly-utilized parking lots.
- **Shared Parking Provisions**: The shared access of one parking facility by more than one land use, taking advantage of different parking demand patterns by time of day to reduce the total amount of parking area that would have been required if facilities were not shared. These are applicable to plazas or developments where there are multiple land uses. Consider updating the Zoning By-Law to include shared parking provisions.

### Overnight Parking

Overnight parking (between 2:00 AM and 6:00 AM) during winter months (November 15 to April 1) is mostly prohibited in Meaford to allow for winter maintenance activities. The Market Square parking lot, however, does have designated overnight parking spots available to residents that obtain passes from the Municipality. There is a growing need for more overnight parking to better accommodate urban area residents, particularly in mixed-use buildings in the downtown core where on-site parking is not available.

Many Ontario municipalities ban overnight on-street parking during the winter months, with some exceptions. For example, Toronto only bans overnight on-street parking along designated snow removal routes. London has a year-round overnight parking registry that allows residents to apply for overnight parking permits that are only valid if winter maintenance activities are not expected to be

required; an online portal advises residents if the passes are valid or not. The Town of Orangeville has designated various parking lots that serve public parks for overnight parking during winter months when on-street parking is prohibited.

### Accessible Parking

The existing barrier-free parking space requirements for off-street parking facilities outlined within the Municipality of Meaford's Zoning By-Law (ZBL) 60-2009 align with the AODA regulations. The ZBL outlines the number of barrier-free parking spaces required, and differentiates between Type A (larger, van accessible spaces), and Type B parking spaces (similar size to a typical parking space but is designated as accessible). These standards should be maintained.

While the barrier-free parking space requirements are clearly outlined for off-street facilities as part of the AODA regulations, the requirements for the provision of on-street is left to the discretion of the municipality. The AODA outlines that decisions related to the locations of accessible on-street parking spaces should be considered based on discussions with the general public and persons with disabilities. The AODA also suggests that municipalities consult with their respective Accessibility Advisory Committees to determine the number and location of accessible on-street parking spaces based on the surrounding land uses. Common areas that are accessed regularly by the general public (e.g. clinics, post offices, senior homes, libraries, etc.) are good candidates where the provision of on-street accessible parking spaces would provide the greatest benefit.

### Parking Study

To address known parking issues in downtown Meaford, it is recommended that the Municipality conduct a parking master plan study to assess whether the existing parking supply meets existing and future parking needs through parking occupancy surveys. Parking surveys typically examine the parking operations in the urban area, examining the municipal parking supply for both on-street and off-street facilities to determine the overall parking utilization, and can also identify areas where parking demand may be approaching capacity. A parking master plan can also consider the impacts that population growth, urban development, and future mode share targets will have on future parking demand and provide long-term strategic recommendations to accommodate the forecasted demand.

### Reduced Minimum Parking Requirements

It is commonplace for Municipalities to require, through the Zoning By-Law, new developments to provide a certain number of off-street parking spaces based on criteria such as planned land use, gross floor area, bedrooms, etc. However, there is a growing trend and growing research that suggests parking minimums typically result in an oversupply of parking that promotes driving, reduces

walkability by forcing homes and businesses further apart, increases the cost of housing or commercial rent[7].

Eliminating or reducing minimum parking requirements allows the market to determine the number of parking spaces most desirable based on existing supply and demand. This can remove undue constraints faced by developers and help spur growth in the Municipality.

Reducing or eliminating parking minimums within the downtown core or urban area should be explored for Meaford's next Zoning By-Law update.

### Further Study Recommendation

Meaford should engage a consultant to undertake a parking master plan study that:

- Reviews and updates of all pertinent by-laws, including an assessment of the possibility of removing of reducing off-street minimum parking requirements for new developments in all or some parts of Meaford, and
- Assesses on- and off-street parking supply and demand within the downtown core area.

### Policy Recommendation

Accessible parking will be provided according to AODA guidelines. The Accessibility Advisory Committee should be consulted regularly to ensure supply continues to match the needs of the community.

Meaford supports the provision of safe parking at rural amenity locations in the longer term. The Municipality will consider measures to improve parking, including reaching out to the owners of lands adjacent to trailheads and other attractions or widening the road base to provide shoulder parking. In a future trails study, parking should be considered further.

## 8 Rural Goods Movement

Farmers moving agricultural goods and equipment by truck can experience difficulties operating on local roads. The Niagara escarpment geography means many roads have steep gradients, tight turns, and narrow road widths. The road network can have gaps requiring circuitous routes, and maintenance of roads can be a challenge for Meaford due to weather and wear and tear on the road surface. Further complicating goods movement are the aging bridges and culverts, some of which require rehabilitation and maintenance and others which

[7] Strong Towns: Ending Parking Minimums. https://www.strongtowns.org/parking

do not meet current standards – and the lack of funding in Meaford to address these deficiencies.

The current TMP has developed a series of policies and actions to support rural goods movement:

- Part of the needs assessment of this TMP has resulted in the proposed road classification system, which introduces collector roads in the rural area. These collector roads are intended to provide greater service levels to rural goods movement and should be a priority for surface type and maintenance.
- Another task of the TMP has been to review bridges and culverts, with this review resulting in two outputs: first, a maintenance prioritization methodology; and second, a review of bridges identified as candidates for closure by Meaford. Both of these outputs are actions that can affect rural roads with the goal of maintaining service levels within available funding.
- The road surface task, with consideration for paving rural roads, emphasizes that traffic volumes are not the sole criteria for paving but network connectivity, isolation, and drainage needs are also important considerations.

In addition to the above, consultation during the TMP included feedback from rural residents that some roads are very important for goods movement, despite having extremely low traffic volumes. An example is Holland-Sydenham Townline, which was closed west of Grey Road 29 by Meaford due to unsafe bridges. Agricultural vehicles were using the road, Grey Road 29, Side Road 3 and Side Road 4, and 11 Line, to access Euphrasia St-Vincent Townline. On initial review, the closure was possible as traffic has available alternative routes such as Concession Road 2 South, however feedback from the public demonstrated that these alternatives are difficult to use for agricultural goods due to tight turns and steep gradients.

Based on the feedback received, the bridge closure task identifies a need to consult with adjacent landowners before permanently closing roads and bridges to ensure similar issues are not present or can be mitigated (e.g. through maintenance of alternative routes). Another policy direction for Meaford is to prioritize maintenance of rural roads considering rural goods movement and isolation. Aligning with this goal, dedicated capital funding for upgrading of rural local roads is recommended.

## Policy Recommendations

Road surface and maintenance should continue to be based on traffic volumes, however the municipality should also recognize any local roads that serve important goods movement functions.

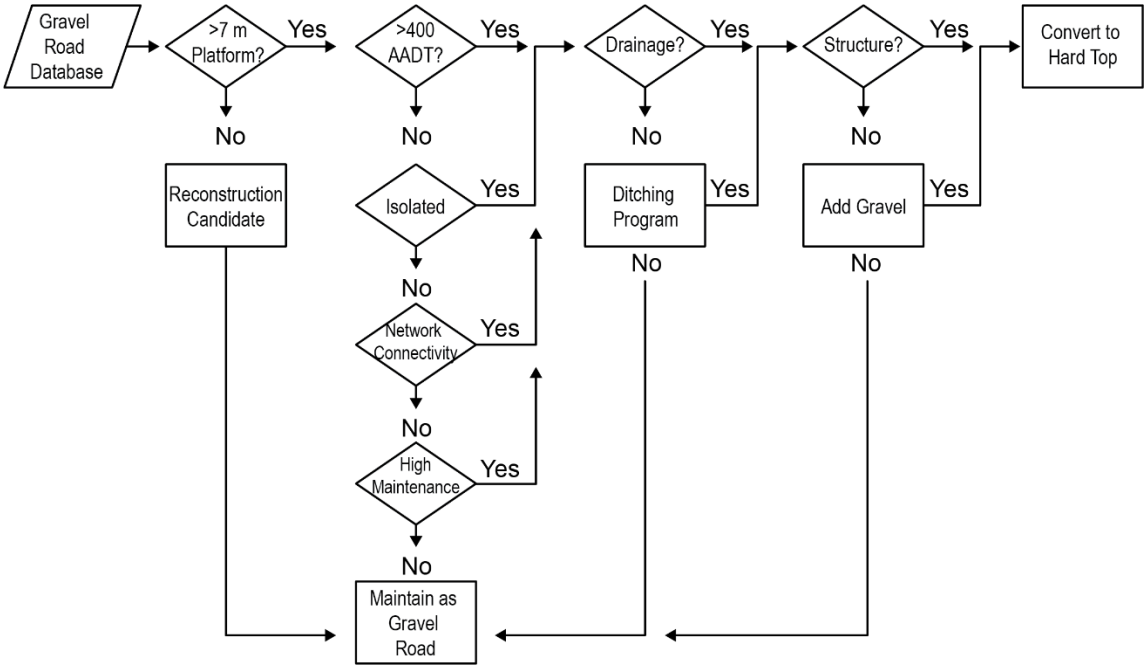
Meaford should thoroughly assess bridge closures including consideration of the availability of suitable alternative routes, the difficulty of the proposed detour for heavy vehicles or agricultural equipment and impacts to residents and businesses in the immediate vicinity of the closure and detour. This TMP has included a review of several bridge locations.

Dedicated capital funding for upgrading of local roads is recommended. This may take the form of paving roads or widening and improving granular roads – specific projects are to be based on staff review and assessment with considerations of criteria as laid out above – specifically not restricted to traffic volumes but considering isolation of the road and use for agricultural goods.

# 9 Paving Rural Roads

The Municipality of Meaford's State of the Infrastructure – Roads (2014) report provides guidance on determining whether a gravel road should be maintained, resurfaced or paved. Exhibit 9.1 illustrates a flow chart used to help determine if a gravel road should be paved.

Exhibit 9.1: Gravel Road Conversion Flowchart

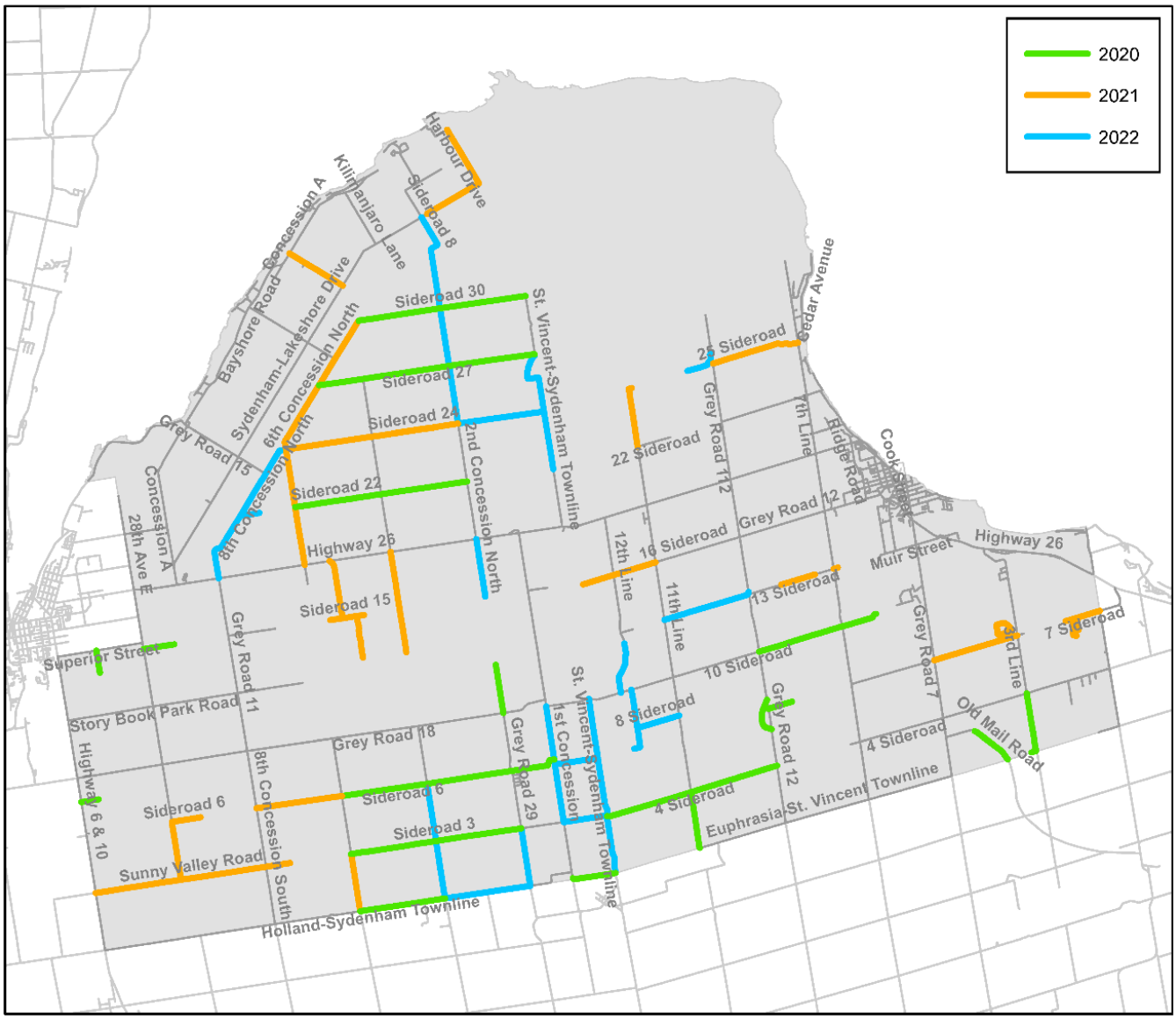



Source: Municipality of Meaford. Retrieved August 27, 2020 from https://www.meaford.ca/en/business-development/resources/Documents/Road-State-of-the-Infrastructure-Report.pdf

Meaford is continuing to maintain and improve the condition of rural roads. Exhibit 9.2 illustrates a map of gravel roads that are being resurfaced in Meaford

in 2020, 2021 and 2022. The municipality should continue its program of improving and maintaining its rural roads.

Exhibit 9.2: Meaford Gravel Resurfacing – 2020-2022




Source: Municipality of Meaford

## Background Review

Some factors that should be considered when determining if a road should be paved include boulevard width, AADT, network connectivity, maintenance, and drainage. Generally:

- **Granular (gravel, stone, other loose aggregate):** Requires maintenance every 3 years or so and is the most expensive to

maintain but has the lowest up-front cost. Granular roads require a need for an increased stopping distance and have visibility issues associated with dust on newly resurfaced roads. Regular maintenance is required to mitigate issues such as rutting, loose gravel, and potholes. Granular roads are not ideal for segments with an AADT of more than 200 vehicles due to the increased maintenance costs related to road wear from higher vehicle volumes.

- **Surface Treated (Low Class Bituminous or LCB**): Best practices suggest resurfacing every 5 to 7 years when the PCI is favourable to extend the life of the surface, and is better suited for roads with an AADT of less than 400.
- **Paved (High Class Bituminous or HCB):** Best practices resurfacing every 19 years where the road is treated with hot mix asphalt and has the lowest maintenance cost. Generally, HCB is considered for roads with an AADT greater than 400.

## Policy Recommendation

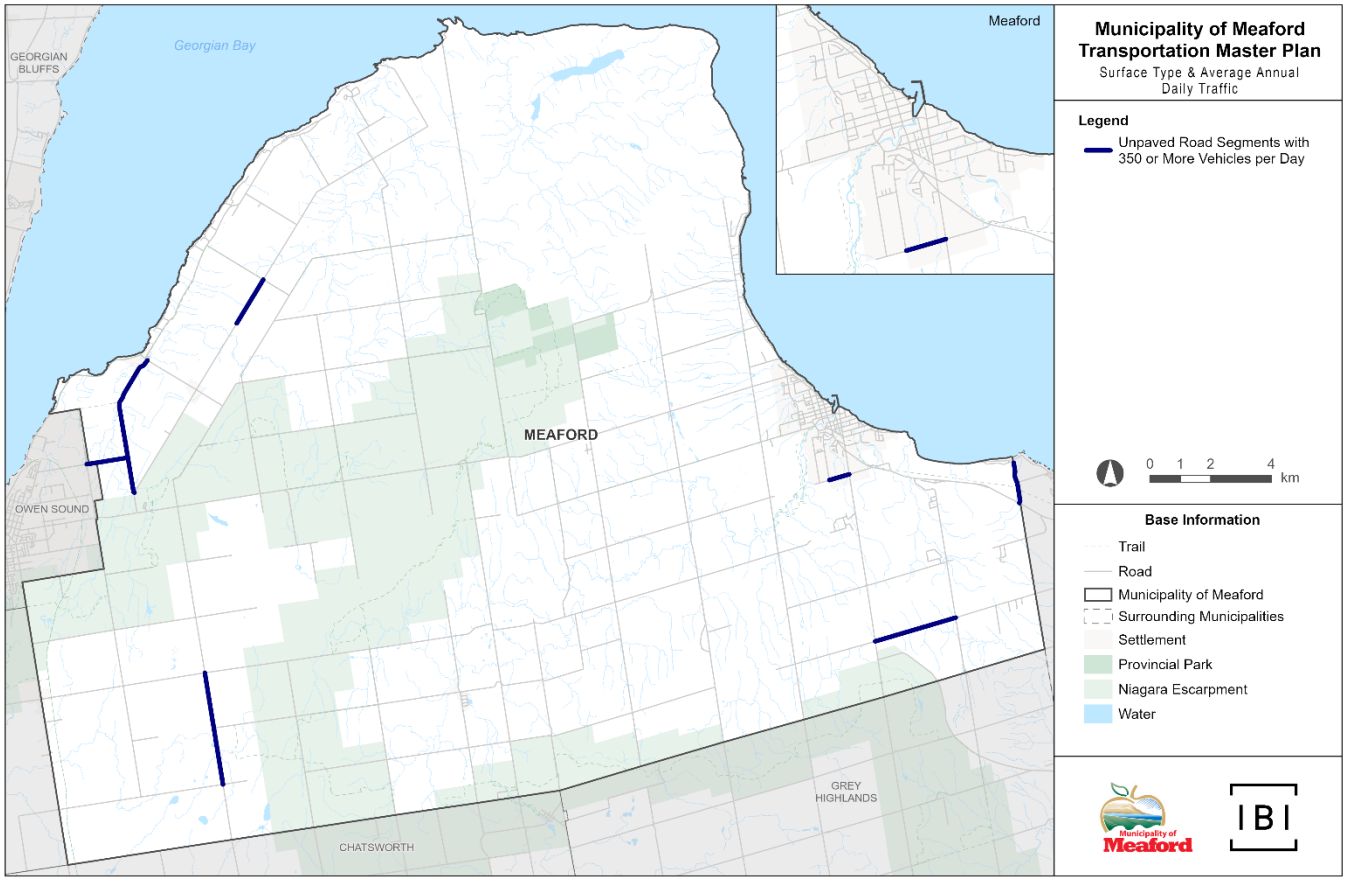
Meaford shall develop a Level of Service policy that utilizes industry best practices and utilize AADT data to determine the most appropriate surface treatment as follows:

- Fewer than 200 vehicles per day: Granular
- Between 200 and 400 vehicles per day: Surface treated (LCB)
- More than 400 vehicles per day: Paved (HCB)

Best practices can evolve over time as costs for surface types change and new technologies are developed. Meaford should periodically review thresholds and surface treatment types and engage with the industry and peer municipalities to explore and adapt municipal practices.

Where AADT data suggests a road's surface should be changed, further assessment is required on a case-by-case basis to assess the other factors that contribute to determining the appropriate surface type (e.g. boulevard width, network connectivity, maintenance and drainage). If an upgrade is recommended, the project should be scheduled and prioritized through capital budget planning. Exhibit 9.3 highlights existing unpaved roads where traffic volumes are approaching the threshold. These segments should be monitored to assess the potential need for upgrading the surface.

Exhibit 9.3: Unpaved Road Segments with 350 or More Vehicles per Day




# 10 Road Design and Planning

The following section outlines considerations for several road design and planning topics where guidance has been requested. These do not require policy language for the TMP, but instead guidance is provided on how to address these issues.

## Advisory Speed Limits

The Municipality has roads where curves require reduced travel speeds to be safely navigated. Advisory speed limit signs are used to alert drivers of upcoming curves in the roadway that require drivers to slow down to safely navigate the hazard.

It is important to set an appropriate advisory speed – if the advisory speed is too high, drivers may not slow down enough to safely navigate the curve. If the advisory speeds are too low, it may result in low compliance as drivers learn they are able to travel through the curve at a higher speed and may also disregard the advised speed limits on other roadways throughout the area.

OTM Book 6 – Warning Signs outlines two methods to determine the advisory speed. One method is based on a formula, where the advisory speed is calculated using the curve radius, superelevation of the roadway, and a friction factor. The second method requires the use of a ball-bank indicator, which is equipment that is mounted on a vehicle for the purposes of assessing the curve.

Based on the difference between the posted speed limit entering the curve and the advisory speed limit (calculated or measured), OTM Book 6 provides guidance on the required sign types, signage, and placement ahead of the curve or hazard. The principle behind these requirements is that the larger the speed difference, the more prevalent the advanced warning needs to be for drivers to safely navigate the curve.

Where road geometries do not meet target design / operating speed, warning signage shall be provided pursuant to OTM Book 6. Locations should also be flagged and prioritized for individual assessment as part of the safety assessment program, detailed in the TMP.

## Roadside Safety Devices

The Ministry of Transportation Ontario (MTO) Roadside Design Manual provides guidance on the design of the roadside environment. Common factors that should be considered in the design of the roadside environment includes road classification, design speed, operation speed, posted speed, traffic volumes and composition, drainage, pavement design, right-of-way constraints, access requirements, among other factors. Generally, the roadsides should be designed to provide a clear, recoverable, and forgivable clear zone where feasible. Where obstacles are identified, consideration should be given to remove, relocate, and/or redesign the obstacle to reduce the probability and severity of collisions with the obstruction. Where the roadsides cannot be designed free of obstacles, safety devices should be introduced to reduce risks. Roadside safety devices are part of the roadway infrastructure that functions to maintain a safe operating environment. Some common measures and potential roadside safety devices to mitigate the risk of run-off-the-road collisions that could be considered are:

- Provide roadside clear zone free of obstacles (e.g., trees, signage, poles, etc.)
- Install delineation warning devices, such as chevron alignment signs, raised pavement markers, wider pavement marker;
- Install rumble strips (shoulder or center line);
- Install guiderails; and
- Change curve alignment.

It is recommended that the Municipality of Meaford undertake a roadside safety device assessment and safety audit of roadways that have deficiencies related to roadway or shoulder widths. This review would compare the built roadway

environment to design guidelines in order to identify where the roadway design elements are substandard. Another method that could be used to identify locations that would benefit from a roadway redesign is to conduct a network screening for collision hotspots that could be attributed to narrow roadway, clear zone, or shoulder widths. Collision types such as run-off-the-road collisions, opposite direction sideswipes, and approaching (head-on) collisions can indicate safety issues due to the design of different aspects of the roadway (e.g., insufficient shoulder/clear zone width, or insufficient lane width). After the issues and deficiencies have been identified, Municipal can prioritize the different locations, and identify mitigation measures that could be implemented to improve roadway safety.

Municipal should refer to the MTO Roadside Design Manual when determining whether the roadside environment is appropriate for the road characteristics. The roadside design manual also identifies the design guidelines for the various mitigation measures.

## Design Speed

Design speed is an important variable for designing roads as it affects grading, curvature, traffic protection, and other design features. The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017)[8], commonly referred to as the TAC manual, provides guidance on selecting a design speed.

Design speed varies on the type of road and whether it is in a rural or urban environment. As a rule of thumb, the design speed should be 0-10 km/h greater than the posted speed limit for areas where the posted speed limit is less than 60 km/h. If the posted speed limit is 60 km/h or greater, the design speed should be 20 km/h greater than the posted speed limit. For example:

- Posted speed limit = 50 km/h; Design speed = 50-60 km/h (50 km/h + 0-10 km/h)
- Posted speed limit = 80 km/h; Design speed = 100 km/h (80 km/h + 20 km/h)

In urban areas, it is becoming increasingly common for roads to be designed to the speed that matches the desired posted and operating speeds. This helps to discourage unsafe speeds in areas where pedestrians and other vulnerable road users may be present. Designing new local roads to lower speeds mitigates the need for traffic calming in the future.

[8] https://www.tac-atc.ca/en/publications-and-resources/geometric-design-guide-canadian-roads

## Sight Distance

The three different sight distances commonly considered in road design are Stopping Sight Distance, Decision Sight Distance, and Intersection Sight Distance. Exhibit 10.1 provides a description of each sight distance, and examples of operating environments where they should be applied. It is also noted that it is important to provide more than minimum sight distance where possible.

Exhibit 10.1: Sight Distances

| Category | Description | Environment |
|---|---|---|
| Stopping Sight Distance | The length of roadway that is required for a driver travelling at the design speed to recognize an upcoming hazard and come to a complete stop before reaching the object | Approaching an intersection or approaching a median or other stationary roadside object |
| Decision Sight Distance | The length of roadway required for drivers to recognize a potential hazard, select an appropriate speed and path, and initiate and safely complete the manoeuvre | Complex operating environments |
| Intersection Sight Distance | The sight distance available at the point where a driver stops before entering an intersection. This is based on the design speed of the cross street, and is dependent on the desired manoeuvre | Entering an intersection |

The TAC Geometric Design Guide for Canadian Roads (2017) provides guidance for the sight distance requirements. The TAC manual also provides additional factors to consider such as vertical grade and intersection skew angles.

It is recommended that the Municipality of Meaford refer to the TAC manual when determining whether the provided sight distances are appropriate for the operating environment, specifically:

- Stopping Sight Distance: TAC manual, Table 2.5.2 and Table 2.5.3;
- Decision Sight Distance: TAC manual, Table 2.5.6; and

Intersection Sight Distance (left and right turn): TAC manual, Table 9.9.4 and Table 9.9.6.



Appendix H

# Bridge Rehabilitation Strategy

Municipality of Meaford

# Transportation Master Plan

July 2021

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# Memorandum

| | | | |
|---|---|---|---|
| **To/Attention** | Municipality of Meaford | **Date** | 2021-04-26 |
| **From** | IBI Group | **Project No** | 124140 |
| **cc** | | | |
| **Subject** | **Meaford Transportation Master Plan**<br>**Bridge Rehabilitation Strategy** | | |

## 1 Background

In 2016 Meaford retained Ainley Consulting to develop the *State of the Infrastructure Report, Municipal Bridges and Large-Span Culverts.* The report identified that a number of Meaford's bridges are aging and in need of major rehabilitation or replacement, and the cost of this work would exceed available maintenance budgets.

The purpose of this memo is to build on the prior work and provide guidance on prioritizing bridge maintenance / rehabilitation based on a number of criteria. The Structure Priority Number method proposed herein follows other municipalities in their approach to assess bridges. The memo also provides an overview of structure types and considerations for repair and replacement, tailored to Meaford's use.

### Definitions

The Municipality's bridge structures can be categorized into two types of structures; culverts and bridges. For the purposes of identifying and classifying structures in the Municipality's inventory, the definitions are as noted in the Canadian Highway Bridge Design Code (CHBDC) and the Ontario Structure Inspection Manual (OSIM):

- **Bridge:** a structure that provides a roadway deck or walkway for the passage of vehicles, pedestrians, or cyclists across an obstruction, gap, or facility and that is greater than 3 metres in span.
- **Culvert:** a structure that forms an opening through the ground, with soil or fill above the structure and below the road surface.

# 2 Structure Types

The most common structure types in Meaford are different forms of culverts, rigid frame bridges and beam bridges. There are eighty one structures in Meaford, including the following structure types:

### Culverts

- Concrete Arch Culvert
- Concrete Box Culvert
- Concrete Rigid Frame Culvert
- Double Concrete Box Culvert
- Multi-Plate Steel Arch Culvert
- Multi-Plate Steel Ellipse Culvert
- Precast Concrete Box Culvert
- Twin CSP Pipe Arch Culvert
- Twin Multi-Plate Steel Culvert

### Bridges

- Concrete Rigid Frame/T-beam
- Concrete Slab on Steel Girder
- Concrete T-Beam
- Precast Concrete (placed)
- Cast-in-place Slab on Precast Concrete Box Girders
- Cast-in-place Slab on Precast Girder
- Timber Deck on Steel Girders

Additional details are provided in the following sections of this memo.

# 3 Structure Replacement Alternatives

There are numerous structure types that can be used when designing and constructing a bridge, ranging from precast or cast-in-place concrete box and arch culverts; CSP pipe and arched or elliptical culvert structures; concrete girder bridges; steel girder bridges; cast-in-place rigid frame bridges; post-tensioned voided slab bridges; steel truss bridges; and composite structures of fiberglass or other materials.

Each of these structure types has advantages and disadvantages and must be assessed in the context of a specific location. There is no universal best practice or general conditions where certain structures are favored over others. The structure type must be decided by the structural engineers designing the culvert or bridge. At that point, engineers can assess various structure types based on applicability and suitability for the specific context, up front capital costs, ongoing operating costs, life-cycle costs, etc. and determine the optimal structure type for a given location.

In general, alternates for culvert replacements would include open or closed bottom precast culverts or Multi-plate steel structures. (Con-Cast, Atlantic Industries, et al.)

Considerations for longer span replacement crossings (up to 15m) would usually include pre-cast rigid frame units, precast arch units, multiplate structures. (con-Cast, Atlantic Industries) or conventional cast-in place solutions.

Longer span requirements are usually met utilizing pre-cast concrete girder systems which are generally the most cost-effective solution.

Intermediate spans can also be accomplished using proprietary systems such as prefabricated steel super-structures (Atlantic Industries) or fiberglass encased deck systems (Guardian Bridge Rapid Construction Inc.). These are generally lighter weight solution permitting rapid construction and often retention of existing sub structures. Lessard Modular Bridge also provides competitive options for low volume roads as defined in OHBDC.

Bid and contract documents can include language indicating opportunities for alternative bridge construction methods to be submitted to allow a cost optimized solution at any site.

Optimal materials and structure type should be determined through lifecycle cost analysis by the structural engineers designing new and replacement bridges. A summary matrix is presented in Appendix A. A further guide to relative costing of bridge works can be found in MTO Publication “Parametric Estimating Guide, Contract Management Office, Estimating Section, 2016”

## Temporary Works

In lieu of full bridge replacement, there are alternative strategies to prolong bridge life that may be appropriate to Meaford. Typically, these approaches can reduce short term cost, though long-term costs could be higher.

Some deficiencies of bridges are not in the bridge structure but in traffic or pedestrian protection. This category also includes temporary guide-rail/bridge deck barrier installations. It is suggested that these items be addressed on an ongoing basis by municipal staff for risk management and liability purposes. Critical areas can be protected on an interim basis using temporary concrete barriers or steel beam guide-rail sections on the face of parapets.

Complete structure replacement includes structure removal works which account for substantial costs in a capital construction project. As a temporary alternative the existing bridge can be retained, and a pre-fabricated modular bridge erected over the existing bridge without imposing additional loads on the existing bridge. Bridge foundations can be built behind existing bridge abutments by utilizing micro-piles or helical piles independent of the existing bridge foundations. The pre-fabricated modular bridge can either be purchased or be leased for a long-term period. This long-term lease could also help bring down construction costs. One disadvantage to note is that this type of bridge construction requires raising the bridge approach grades. However, the advantages including cost-effective construction and speedy erection likely

outweigh this disadvantage. Consideration for this strategy could be included in bridge and culvert replacement terms of reference for engineering consultants.

A final category of temporary work would include short-term repairs to manage bridge deterioration. This should be undertaken as identified in the OSIM reports.

# 4 Prioritization of Work Methodologies

Given that maintenance and rehabilitation needs in Meaford exceed available budget, prioritization of bridges is needed. The Municipality currently uses a manual prioritization approach which is reviewed below. An alternative structure priority number (SPN) approach is detailed and is recommended to help prioritize fund allocation as it can provide greater resolution on risk areas.

## Simplified Method (Manual Prioritization) – Current Approach

The State of the Infrastructure Report – Municipal Bridges and Culverts includes a broad-based prioritization of the bridge rehabilitation needs based on the 2014-2015 OSIM reports. Each category grouping can be prioritized on a rational basis driven by the factors of public safety (e.g. deficiency requires immediate attention or closure of the roadway), structural integrity (e.g. requires immediate attention or closure/posting of the structure), roadway importance (e.g. can the structure be closed) and cost (e.g. budget, how the rehabilitation is financed), all in conformance with the defined Asset Management Strategy of the Municipality. This can readily form the basis of a prioritized work program.

Within the report, the work requirements are categorized as:

- **Category 1 – Urgent:** Structure represents a risk to the public which should be addressed immediately, or the structure closed or posted with load limits. Prioritization will generally be driven by funding availability and local importance of the structure to the infrastructure system.

  It is noted that this category includes several guide-rail/bridge deck barrier installations. It is suggested that these items be addressed on an ongoing basis by municipal staff. Critical areas can be protected on an interim basis using temporary concrete barriers or steel beam guide-rail sections on the face of parapets

  The 2014/2015 OSIM identifies five major structures within this category to be prioritized manually. With closures and postings, it may be possible to spread implementation over multiple years subject to budget constraints.

- **Category 2 – Required in 1-2 years:** Five significant expenditures are programmed in the 1-2 year window. These represent major

rehabilitations to avoid deterioration to a 'category I' status. Rehabilitation could be prioritized using the OSIM BCI numbers in conjunction with engineering judgment of the structure importance, potential safety issues, cost and budget availability.

- **Category 3 – Required in 3-5 years:** Ten significant expenditure predictions fall with-in the 3-5 year window. These are primarily programed replacements.

  It is recommended that the replacement options be further explored. It is noted that structures such as Structure 70 may only require superstructure replacement at a significantly lower cost than noted in the OSIM report.

- **Category 4 – required in 6-10 years:** The primary long range forecast includes nine major replacements. This forecast should be reviewed on a semi annual basis.

## Structure Priority Number Approach

A Structure Priority Number (SPN) can be developed to serve the Municipality's need to prioritize the structures in need of repair/rehabilitation or replacement works. This methodology is generally adopted by upper tier municipalities and other municipalities with larger complex inventories of structures. The approach is usually integrated in a bridge management software suite.

Several factors are taken into account in the prioritization methodology such as Bridge Condition Index (BCI), Annual Average Daily Traffic (AADT), Current Replacement Value (CRV), performance deficiencies, maintenance needs, total repair/rehabilitation cost and detour distances. Each factor has a weighting as shown in Exhibit 4.1.

Exhibit 4.1: Structure Priority Number Criteria Weighting

| Criteria | Weight |
|---|---|
| Bridge Condition Index | 50 |
| Average Annual Daily Traffic | 10 |
| Current Replacement Value | 15 |
| Performance Deficiencies | 5 |
| Maintenance Needs | 5 |
| Total Repair/Rehabilitation Cost | 5 |
| Detour Distance | 5 |
| **TOTAL** | **100** |

Structures with the SPN of zero (0) do not require any repair/rehabilitation or maintenance, while structures with the SPN of 100 is in the most urgent need of either replacement or repair/rehabilitation.

A description of each of the criteria and how they are scored is summarized below and further detailed in Appendix B.

### Bridge Condition Index

The Bridge Condition Index (BCI) was developed by the Ministry of Transportation Ontario (MTO) as an indication of the overall condition of the bridge, based on the quantities of each structural element in each of four condition states (excellent, good, fair, and poor). The BCI is essentially a weighted average of all elements in different condition states with a degree of loss considered.

### Average Annual Daily Traffic

The maximum value for Average Annual Daily Traffic (AADT) is be 20,000. If the AADT is greater than the AADT Cap Value, then AADT Score = 10. If less than 20,000, the score is pro-rated.

### Current Replacement Value

The current replacement value (CRV) is the monetary value of a structure without depreciation taken into account. The CRV can be calculated based on the deck area and the CRV factor depending on structure and material types.

### Performance Deficiencies

Performance deficiencies are identified through the structure investigation process consisting of detailed visual inspections of all structures as prescribed in the Ontario Structure Inspection Manual (OSIM). The inventory of structural components and corresponding quantities should be maintained in accordance with the OSIM and be updated as required.

Common material defects would include delamination, cracking and spalling of concrete in most elements of concrete structures, particularly in the areas under more severe environmental conditions. Exposure to water and salt spray often correlates with these common material defects.

Common performance deficiencies would include settlements at bridge approaches or bridge abutments; seized bridge bearings causing additional stresses due to the bridge’s thermal movements; leaking bridge expansion joints expediting concrete deterioration at the deck ends; partially or fully blocked watercourses under bridges with excess vegetation growth and/or debris within the stream; and unstable embankments due to severe erosions.

### Maintenance

Maintenance scores based on quantity of maintenance needs within different ranges of High/Low. Maintenance needs can be identified in accordance with Table 6.1 in Section 6 of the MTO OSIM Manual, which generally includes bridge cleaning, bridge railing system maintenance, bridge deck joint repair, bridge bearing maintenance, minor repair of structural steel, minor repair of concrete surface, and bridge deck drainage maintenance.

### Repair/Rehabilitation Cost

Repair/rehabilitation work is defined as any type of work that requires the issuing of a capital construction project. Work required is to improve the structural capacity of defective elements, engineering directions and drawings are generally required. Recommended repair/rehabilitation works can be categorized into minor and major rehabilitation works.

### Detour Distance

Detour distance scores based on detour distance required during rehabilitation/replacement works.

# 5 Additional Investigations

Once the municipality has identified a structure for maintenance or rehabilitation, they will hire an engineering consultant to prepare a design. This approach applies to most bridge and culvert rehabilitation projects, though some minor maintenance can be quoted by a contractor directly and managed and administered by municipal staff, following current practices.

The consultant will need to investigate permitting requirements with the appropriate conservation authority. Depending on early investigations it may be necessary to conduct an environmental assessment, which depending on the type may include public consultation, though this applies mainly to larger projects involving higher cost or changing the function of a bridge (e.g. widening).

Site-specific structure investigations can include detailed deck condition surveys, fatigue investigations of steel girders, structural evaluations of the load bearing capacity of culverts, monitoring of continuous settlement or movement, and underwater investigation of footings. These additional investigations could provide enhanced data for the determination of rehabilitation work as well as potential load restriction postings.

Similar investigations are also suggested or identified in the bi-annual OSIM Inspections. If it were suspected that severe material defects or performance deficiencies (e.g. severe deterioration of deck top, an excessive section loss of a steel member, a scour of footings under the water, excessive structural deformations, settlements or movements) could affect structural capacity, it may

warrant additional structure investigations to find out in detail whether or not the structure is still in a safe condition and if the structural capacity needs to be restored.

# 6 General Maintenance

General maintenance works are defined as the types of work which do not require the initiation of a capital construction project. General maintenance works are important part of maintaining the service life of a structure and include items such as stream works, erosion control, trimming overgrown plantings and trees, clearing of debris; and the provision of gabion baskets, and rip rap surface protection. Other maintenance works include deck cleaning, sealing of asphalt surfaces and cleaning expansion and construction joints, and repair of some railing systems and repairs rising from vehicular impacts.

It should be noted that most of these items can be corrected through regular maintenance by the Municipality's staff (bridge or road maintenance crew), including cleaning, clearing and other maintenance activities.

Additional guidelines can be found in TAC Publication Guide for Bridge Repair and Rehabilitation.

# 7 Bridge Closure Needs

Meaford is maintaining bridges near the end of their service life with safety and maintenance needs, that accommodate low traffic volumes, for which alternative routes are available.

Further study is recommended for the potential bridge closures identified in the State of the Infrastructure – Bridges report and should consider the availability of a detour route, the ease of navigation of that route for heavy vehicles or agricultural equipment and impacts to residents and businesses near the proposed closure.

## Appendix A - Replacement Matrix

This matrix provides a reference for which types of new structures (rows) are suitable for replacing which type of existing structures (columns). Additional comments are provided where possible.

| Cate-gory | Primary Replacement Structure Type | Comments | Existing Culvert Structure | | | | | | | Existing Bridge Structure | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cast-in place box culvert 3 m – 6 m span | Cast-in place rigid frame culvert 3 m – 6 m span | Double concrete box culvert | Multi-plate steel arch | Multi-plate steel ellipse culvert | Twin CSP pipe arch | Twin multi-plate steel culvert | Simple span existing abut-ments to be retained | CIP concrete arch | Concrete rigid frame | Concrete T-beam | Pre-cast units | CIP topping on pre-cast box girder | CIP slab on pre-cast girder | CIP slab on steel girder | CIP slab on pre-cast box girder | Timber deck on steel girder |
| Culvert | Precast box culvert open or closed bottom | Standard sizes 3 m – 6 m (OPSS); Open footing up to 14m; Multiple suppliers; is generally the lowest cost type of culvert | ✓ | ✓ | ✓ | | | ✓ | ✓ | | | | | | | | | | |
| | Corrugated steel pipe | Multiple source availability | ✓ | | | | | ✓ | | | | | | | | | | | |
| | Steel plate culvert | Rapid erection; usually competitive with pre-cast concrete; water quality can cause issues | | ✓ | | ✓ | ✓ | ✓ | ✓ | | | | | | | | | | |
| | Precast rigid frame units (con-span or equivalent) | Spans ranging 6 m – 14 m | | | ✓ | ✓ | | | | | ✓ | ✓ | | ✓ | | | | | |
| | Pre-cast concrete arch units (BEBO Arch) | Standard spans 3.7m – 25.6 m; T series (flat arch) 10 m – 30 m; minimum 0.6 m cover required; is generally the most expensive type of culvert | | | | | | | ✓ | | ✓ | | | | | | | | |

| Cate-gory | Primary Replacement Structure Type | Comments | Existing Culvert Structure | | | | | | | Existing Bridge Structure | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cast-in place box culvert 3 m – 6 m span | Cast-in place rigid frame culvert 3 m – 6 m span | Double concrete box culvert | Multi-plate steel arch | Multi-plate steel ellipse culvert | Twin CSP pipe arch | Twin multi-plate steel culvert | Simple span existing abut-ments to be retained | CIP concrete arch | Concrete rigid frame | Concrete T-beam | Pre-cast units | CIP topping on pre-cast box girder | CIP slab on pre-cast girder | CIP slab on steel girder | CIP slab on pre-cast box girder | Timber deck on steel girder |
| Short Span | Cast-in-place (CIP) rigid frame | Generally used for widening exiting rigid frames | | | | | | | | | ✓ | | | | | | | | |
| | Precast core-slab with CIP topping (simple span on abutments) | Spans ranging 5 m – 25 m; generally used for deck replacements; is generally the lowest cost short span solution | | | | | | | | ✓ | | | | ✓ | | | | ✓ | |
| Medium Span | Pre-stressed pre-cast box girder with CIP deck slab or topping | Spans ranging 15 m – 30 m | | | | | | | | ✓ | ✓ | ✓ | | ✓ | ✓ | | | ✓ | |
| | Pre-stressed girder with CIP deck slab | Spans up to 45m; is generally lowest cost for medium span bridge replacements | | | | | | | | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Steel girder with CIP deck slab | Spans up to 50m; lighter weight compared to precast girders; is generally the most expensive option for medium-span replacement | | | | | | | | ✓ | | ✓ | | | | | | | |

| Cate-gory | Primary Replacement Structure Type | Comments | Existing Culvert Structure | | | | | | | Existing Bridge Structure | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cast-in place box culvert 3 m – 6 m span | Cast-in place rigid frame culvert 3 m – 6 m span | Double concrete box culvert | Multi-plate steel arch | Multi-plate steel ellipse culvert | Twin CSP pipe arch | Twin multi-plate steel culvert | Simple span existing abut-ments to be retained | CIP concrete arch | Concrete rigid frame | Concrete T-beam | Pre-cast units | CIP topping on pre-cast box girder | CIP slab on pre-cast girder | CIP slab on steel girder | CIP slab on pre-cast box girder | Timber deck on steel girder |
| Proprie-tary System | Fiberglass / timber system | Single source suppliers; relatively short track records; competitive pricing, rapid field installation due to pre-fabrication; light weight for deck replacements | | | | | | | | ✓ | | ✓ | | | | | | | ✓ |
| | Prefabricated steel units | Panel appropriate for rapid deck replacement; alternative suppliers | | | | | | | | ✓ | | ✓ | | | | | | | |
| | Bailey type systems | Generally used for emergency or temporary installations; can generate noise during operation | | | | | | | | | | | | | | | | | |

# Appendix B - Structure Priority Number

A Structure Priority Number (SPN) can be developed to serve the Municipality's need to prioritize the structures in need of repair/rehabilitation or replacement works. Several factors are taken into account for prioritization such as BCI, Annual Average Daily Traffic (AADT), Current Replacement Value (CRV), performance deficiencies, maintenance needs, total repair/rehabilitation cost and detour distance. Each factor has different weighting as shown in Exhibit B.1.

Exhibit B.1: Structure Priority Number Criteria Weighting

| Criteria | Weight |
|---|---|
| Bridge Condition Index | 50 |
| Average Annual Daily Traffic | 10 |
| Current Replacement Value | 15 |
| Performance Deficiencies | 5 |
| Maintenance Needs | 5 |
| Total Repair/Rehabilitation Cost | 5 |
| Detour Distance | 5 |
| **TOTAL** | **100** |

Structures with the SPN of zero (0) do not require any repair/rehabilitation or maintenance, while structures with the SPN of 100 is in the most urgent need of either replacement or repair/rehabilitation.

A description of each of the criteria and how they are scored is presented below.

## Bridge Condition Index

The Bridge Condition Index (BCI) was developed by the Ministry of Transportation Ontario (MTO) as an indication of the overall condition of the bridge, based on the quantities of each structural element in each of four condition states (excellent, good, fair, and poor). The BCI is essentially a weighted average of all elements in different condition states with a degree of loss considered. When a bridge is new, the BCI is 100 and when all elements are in poor condition, the BCI is zero (0). The BCI is a commonly used measure of urgency associated with structural repair or rehabilitation.

BCI Score = $50 - \frac{\text{BCI}}{2}$

## Average Annual Daily Traffic

The maximum value for Average Annual Daily Traffic (AADT) is be 20,000. If the AADT is greater than the AADT Cap Value, then AADT Score = 10. If less than 20,000, the score is calculated as follows:

$$\text{ADT Score} = \frac{\text{AADT}}{\text{Cap Value}} \times 10$$

## Current Replacement Value

The current replacement value (CRV) is the monetary value of a structure without depreciation taken into account. The CRV can be calculated based on the deck area and the CRV factor depending on structure and material types. The following formula illustrates how the CRV can be calculated:

- (Total deck area(m²) x CRV factor x Unit price) + Approaches + Utilities = CRV SUBTOTAL
- CRV SUBTOTAL + 20% of CRV Subtotal for engineering + 10% of CRV Subtotal for contingencies = TOTAL CRV

The CRV factors range from 0.6 to 1.5 corresponding to different combinations of the structure and material types as shown in Exhibit B.2. The unit price can be estimated to be around $4,000 per m² of deck area which reflects the present-day construction cost. Other costs related to approaches and utilities are added if needed. Translating the CRV into a score for the Structure Priority Number is shown in Exhibit B.3.

Exhibit B.2: Suggested CRV Factors

| Structure Type | Material Type | CRV Factor |
|---|---|---|
| Box Beams of Girders | Cast-in-place Concrete | 1 |
| Box Beams of Girders | Precast Concrete | 0.85 |
| Box Beams of Girders | Steel | 1 |
| Box Beams of Girders | Weathering Steel | 1 |
| Half-through Beams of Girders | Cast-in-place Concrete | 1 |
| Half-through Beams of Girders | Precast Concrete | 0.85 |
| Half-through Beams of Girders | Steel | 1 |
| Half-through Beams of Girders | Weathering Steel | 1 |
| I-beam or Girders | Cast-in-place Concrete | 1 |
| I-beam or Girders | Precast Concrete | 0.85 |
| I-beam or Girders | Steel | 1 |
| I-beam or Girders | Weathering Steel | 1 |

| Structure Type | Material Type | CRV Factor |
|---|---|---|
| T-Beam | Cast-in-place Concrete | 1 |
| T-Beam | Precast Concrete | 0.85 |
| T-Beam | Steel | 1 |
| T-Beam | Weathering Steel | 1 |
| Arch Culvert | Cast-in-place Concrete | 1.1 |
| Arch Culvert | Precast Concrete | 1 |
| Arch Culvert | Steel | 0.7 |
| Ellipse Culvert | Cast-in-place Concrete | 1.1 |
| Ellipse Culvert | Precast Concrete | 1 |
| Ellipse Culvert | Steel | 0.7 |
| Rectangular Culvert | Cast-in-place Concrete | 1.1 |
| Rectangular Culvert | Precast Concrete | 1 |
| Rectangular Culvert | Steel | 0.7 |
| Round Culvert | Cast-in-place Concrete | 1.1 |
| Round Culvert | Precast Concrete | 1 |
| Round Culvert | Steel | 0.7 |
| Deck Truss | Wood | 0.6 |
| Deck Truss | Steel | 1.5 |
| Deck Truss | Weathering Steel | 1.5 |
| Half-Through Truss | Wood | 0.6 |
| Half-Through Truss | Steel | 1.5 |
| Half-Through Truss | Weathering Steel | 1.5 |
| Through Truss | Wood | 0.6 |
| Through Truss | Steel | 1.5 |
| Through Truss | Weathering Steel | 1.5 |
| Arch Culvert | Corrugated Steel | 0.7 |
| Ellipse Culvert | Corrugated Steel | 0.7 |
| Rectangular Culvert | Corrugated Steel | 0.7 |
| Round Culvert | Corrugated Steel | 0.7 |
| Rectangular Tunnel | Corrugated Steel | 0.7 |
| Rectangular Tunnel | Cast-in-place Concrete | 1.1 |
| Rectangular Tunnel | Precast Concrete | 1 |
| Rectangular Tunnel | Steel | 0.7 |

Exhibit B.3: CRV Scoring for Structure Priority Number

| Low | High | CRV Score |
|---|---|---|
| $ 0 | $ 500,000 | 3 |
| $ 500,000 | $ 1,000,000 | 6 |
| $ 1,000,000 | $ 2,000,000 | 9 |
| $ 2,000,000 | $ 5,000,000 | 12 |
| $ 5,000,000 | $ 100,000,000 | 15 |

## Performance Deficiencies

Performance deficiencies are identified through the structure investigation process consisting of detailed visual inspections of all structures as prescribed in the Ontario Structure Inspection Manual (OSIM). The inventory of structural components and corresponding quantities should be maintained in accordance with the OSIM and be updated as required.

Common material defects would include delamination, cracking and spalling of concrete in most elements of concrete structures, particularly in the areas under more severe environmental conditions. Exposure to water and salt spray often correlates with these common material defects.

Common performance deficiencies would include settlements at bridge approaches or bridge abutments; seized bridge bearings causing additional stresses due to the bridge's thermal movements; leaking bridge expansion joints expediting concrete deterioration at the deck ends; partially or fully blocked watercourses under bridges with excess vegetation growth and/or debris within the stream; and unstable embankments due to severe erosions.

It should be noted that if the material defects and/or the performance deficiencies are left unaddressed and unrepaired longer than the recommended period, they will deteriorate further and will be at a higher risk of requiring full structure replacement.

The findings from the structure investigations should form the basis of determining the work scope and timeframe required for deteriorated structures. Scoring is shown in Exhibit B.4.

Exhibit B.4: Performance Deficiencies Scoring

| Criteria | Weight |
|---|---|
| None | 0 |
| Load carrying capacity | 5 |
| Excessive deformation | 3 |
| Continuing settlement | 3 |
| Continuing movement | 3 |
| Seized bearings | 1 |
| Bearing unstable | 3 |
| Jammed expansion joint | 1 |
| Pedestrian/vehicular hazard | 5 |
| Rough riding surface | 1 |
| Surface ponding | 1 |
| Deck drainage | 1 |
| Slippery surface | 1 |
| Flooding/channel blockage | 1 |
| Undermining of foundation | 5 |
| Unstable embankment | 3 |
| Other | 0 |

## Maintenance

Maintenance scores based on quantity of maintenance needs within different ranges as shown in Exhibit B.5. Maintenance needs can be identified in accordance with Table 6.1 in Section 6 of the MTO OSIM Manual, which generally includes bridge cleaning, bridge railing system maintenance, bridge deck joint repair, bridge bearing maintenance, minor repair of structural steel, minor repair of concrete surface, and bridge deck drainage maintenance. Based on the number of maintenance needs identified, the following conversion can be made for the SPN:

Exhibit B.5: Maintenance Scoring

| Low | High | Maintenance Score |
|---|---|---|
| 0 | 1 | 1 |
| 1 | 2 | 2 |
| 2 | 3 | 3 |
| 3 | 4 | 4 |
| 4 | 100 | 5 |

## Total Repair or Rehabilitation Cost

Repair/rehabilitation work is defined as any type of work that requires the issuing of a capital construction project. Work required is to improve the structural capacity of defective elements, engineering directions and drawings are generally required. Recommended repair/rehabilitation works can be categorized into minor and major rehabilitation works.

The minor rehabilitation works include concrete patch repairs and seal cracks in wearing surfaces. The cost estimation of these minor rehabilitation works is driven by the quantity of defects in the poor condition state. For the asphalt wearing surface repairs and concrete patch repairs on any structural element made of concrete, the following criteria can be used as a basis of the cost estimation:

Exhibit B.6: Suggested Cost Estimates for Wearing Surface and Concrete Patch Repair Works

| *Total Defective Area (m²) | Repair/Rehabilitation Cost |
|---|---|
| 0 m² < Total defective area < 1 m² | $ 4,000 |
| 1 m² ≤ Total defective area < 5 m² | $ 7,000 |
| 5 m² ≤ Total defective area < 10 m² | $ 10,000 |
| 10 m² ≤ Total defective area | $ 15,000 ~ 30,000 |

** Total defective area = Poor area + associated Fair area surrounding the Poor area*

The major rehabilitation works include improvement work to the bridge deck to restore its overall condition and structural capacity, such as patch-waterproof-pave rehabilitation, deck overlay and deck replacement. Therefore, the cost estimation of such major rehabilitation works is driven by the deck area rather than the quantity of material defects.

Deck replacement costs can be based on the unit cost estimate of $700 / m² of deck area and deck overlay-waterproof-pave costs can be based on the unit cost estimation of $500 / m² of deck area. For patch-waterproof-pave costs, the costs of concrete patch work on the deck top can be based on the unit cost estimates of $4,000 ~ $7,000 / m² of total defective area, and the costs of waterproofing + pave can be based on the unit cost estimate of $100 / m² of deck area.

Associated works include the works required for repair/rehabilitation works to be completed, such as construction of approaches if a major rehabilitation work is to be completed on the deck, traffic controls if major or minor rehabilitation works are to be completed on the wearing surface and utilities-related work if the structure carries any utility lines.

The construction of approaches can be estimated to be a lump-sum amount of $50,000 for a total of two approaches, and the cost of utilities-related work can be estimated to be $25,000 per utility line.

The cost estimates for traffic controls can be differentiated between major and minor rehabilitation works. For major rehabilitation works, the cost of traffic controls would be dependent more on AADT than the total defective area of wearing surface. If AADT is higher than 10,000, the cost of traffic controls can be estimated as $100,000 and if AADT is between 5,000 and 10,000, the cost can be estimated as $80,000 and if AADT is lower than 5,000, the cost can be estimated as $50,000. For minor rehabilitation works, the cost of traffic controls can be based on the quantity of the total defective area of wearing surface. If the total defective area is measured to be less than 5 m², the cost of traffic controls can be estimated as $5,000 and if the total defective area is measured to be larger than 5 m², the cost can be estimated as $10,000 ~ $20,000.

The work to be issued as a capital construction project requires engineering directions and drawings. Therefore, approximately 20% of total repair/rehabilitation cost can be assigned to the engineering cost and approximately 10% of total repair/rehabilitation cost can be assigned to a contingency cost.

Scoring is based on estimated repair or rehabilitation cost based on the ranges shown in Exhibit B.7.

Exhibit B.7: Total Cost Scoring

| Low | High | Cost Score |
|---|---|---|
| $ 0 | $ 100,000 | 1 |
| $ 100,000 | $ 250,000 | 2 |
| $ 250,000 | $ 500,000 | 3 |
| $ 500,000 | $ 1,000,000 | 4 |
| $ 1,000,000 | $ 100,000,000 | 5 |

## Detour Distance

Detour distance scores based on detour distance within different ranges as shown in Exhibit B.8.

Exhibit B.8: Detour Distance Scoring

| Short detour (km) | Long detour (km) | Detour Distance Score |
|---|---|---|
| 0 | 2 | 2 |
| 2 | 5 | 4 |
| 5 | 10 | 6 |
| 10 | 20 | 8 |
| 20 | 1000 | 10 |



## Appendix I

# Consultation Summary

Municipality of Meaford

# Transportation Master Plan

July 2021

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# 1 Background

## 1.1 Introduction

The Municipality of Meaford is in the process of developing its first comprehensive Transportation Master Plan (TMP). The TMP will be a long-term strategic plan guiding the management of transportation infrastructure and investment to improve all modes of travel and goods movement within the Municipality's transportation system.

Over the course of the study, two rounds of public and stakeholder consultation were held. The first round was held between May 7 and June 10, 2020 and consisted primarily of online display boards, an online survey and a stakeholder group meeting. Full details and a summary of the feedback received can be found in Chapter 2.

The second round of public consultation was held between January 7 and February 7, 2021. Activities consisted of a Virtual Public Information Centre (PIC), held on January 20, 2021, online display boards for public review, an online survey and a stakeholder group meeting. Additionally, staff were available by phone as an additional means for members of the public to submit comments and take the survey.

This report details the activities of the stakeholder and public consultation conducted to inform and guide the development the Meaford TMP and summarizes the key feedback from the engagement survey stakeholder meeting.

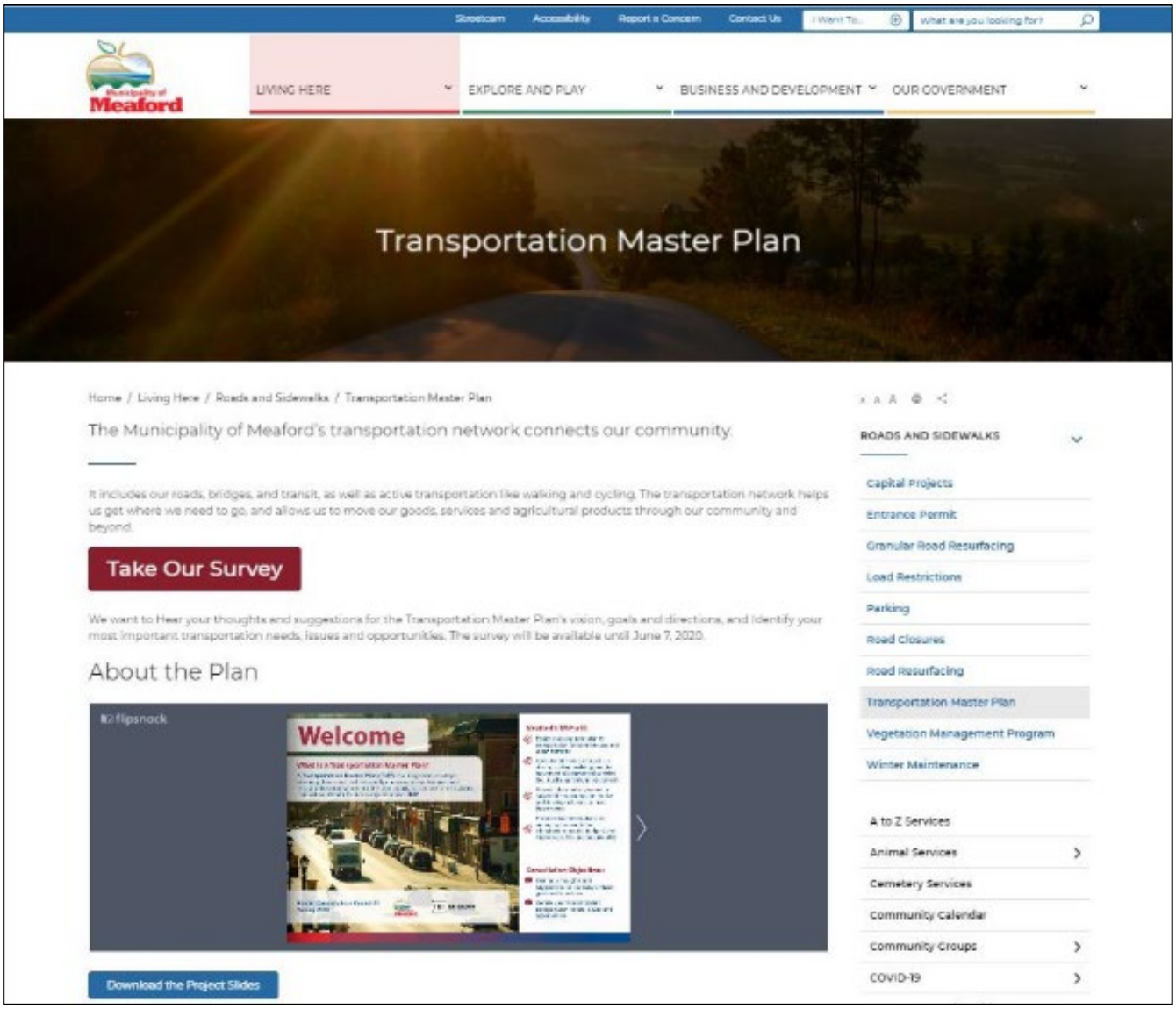
## 1.2 Impacts of COVID-19

Due to the ongoing COVID-19 pandemic, it was not safe to conduct the planned in-person consultations. However, the importance of public input and two-way conversation in the TMP process is integral to understanding the issues Meaford is facing. In the absence of in-person consultations, activities were conducted predominantly online, with a phone number also provided for alternative access. Surveys were designed to allow for more open-ended input to try to replicate the type of face-to-face conversations that would typically be had at in-person consultation events.

## 1.3 Study Webpage

The study's webpage at www.meaford.ca/TMP was set up in May 2020 to provide an overview of the TMP and a location for the ongoing posting of consultation materials, including display boards, survey links and additional resources. Members of the public are also able to subscribe to page updates by providing their email address. A screenshot of the webpage is shown in Exhibit 1.1.

Exhibit 1.1: Screenshot of Meaford TMP Study Webpage



# 2 Round One

For the first round of public and stakeholder consultation, activities were conducted between May 7 and June 10, 2020. Display boards were posted to the study's webpage for the public to review. Comments or questions were invited via email or through the public survey, also posted online. In addition to accessing the materials through the internet, a phone number was provided where members of the public could call in to take the survey or speak directly to project staff. One agency and stakeholder meeting was held on June 10, 2020. Due to restrictions imposed by the COVID-19 pandemic, previously-planned in-person gatherings were not held.

## 2.1 Objectives

The objective of the first round of consultation was to gain a better understanding of Meaford's transportation needs, issues and opportunities. It was also an objective to understand residents' vision for what they want the Municipality to become, and how the TMP can help move towards those goals. To achieve this, a draft version of the study's vision and goals were presented, and feedback was invited.

## 2.2 Public Notice

The Notice of Commencement served as the first public notice for study and included information on the first round of consultation. It was first published May 7, 2020 in the local newspaper, the Meaford Independent, and again on May 14, 2020. The notice highlighted the purpose of the TMP and invited residents, visitors, business owners and stakeholders with interest in the Municipality of Meaford to provide comments, ideas, questions, and concerns throughout the duration of the study. The notice also detailed the importance of public input in the TMP process and introduced the TMP study. The Notice of Commencement is shown in Exhibit 2.1, and a copy of the version in the Meaford Independent is attached as Appendix A.

Social media marketing was used to further notify the public of the study and the survey. Several messages were posted to Facebook and Twitter leading up to the survey closing date of June 7, 2020. Examples of these postings are provided in Exhibit 2.2 and Exhibit 2.3.

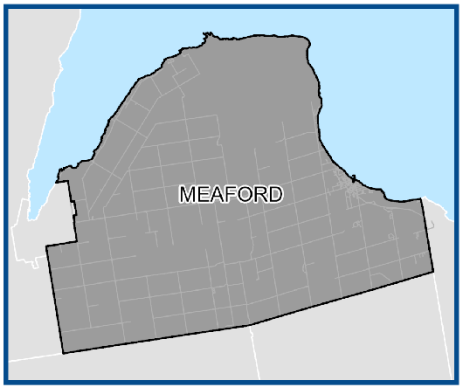
Exhibit 2.1: Notice of Commencement

Municipality of Meaford

# Notice of Commencement
## Transportation Master Plan

The Municipality of Meaford is in the process of developing a **Transportation Master Plan (TMP)** that will shape how people and goods move within and through Meaford. The TMP will:

- Establish a long-term vision for transportation for both the rural and urban contexts
- Consider all modes of travel (driving, cycling, walking, etc.) and the movement of commercial vehicles (trucks, agricultural equipment, etc.)
- Forecast future travel demand and develop future networks to meet the needs of the community
- Provide recommendations for appropriate road surface types, bridge construction methods, traffic calming and safety, paved shoulders, road classifications and unopened road allowances




### Public Consultation

Public input is essential to the success of the TMP. Residents, visitors, business owners and stakeholders are invited to provide their comments, ideas, questions and concerns at any point throughout the study. The study project managers can be reached by email or phone over the course of the project, and more information will be available on the study website.

Due to the ongoing **COVID-19** situation, it is not safe to conduct in-person consultation at this time. The study team acknowledges the importance of holding public meetings to encourage two-way conversation and promote a greater understanding of the issues Meaford is facing. We are monitoring the situation and will hold in-person events once it is safe to do so.

### Public Opinion Survey

Provide your input on the vision, goals and directions of the study, and help us identify the important transportation issues that this study needs to address. A public survey will be available through June 7, 2020.

- **Online:** Visit **www.meaford.ca/TMP**
- **By Phone:** Call **519-538-1060 ext. 1302** to provide your input or take the survey.

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment which is an approved process under the *Environmental Assessment Act*.

**This notice first published May 7, 2020.**

### Questions? Ideas?

Get more information at
**www.meaford.ca/TMP**

### Contact the Project Managers:

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416-596-1930 ext. 65503
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IBI GROUP

Exhibit 2.2: Facebook Message Advertising the TMP Public Consultation

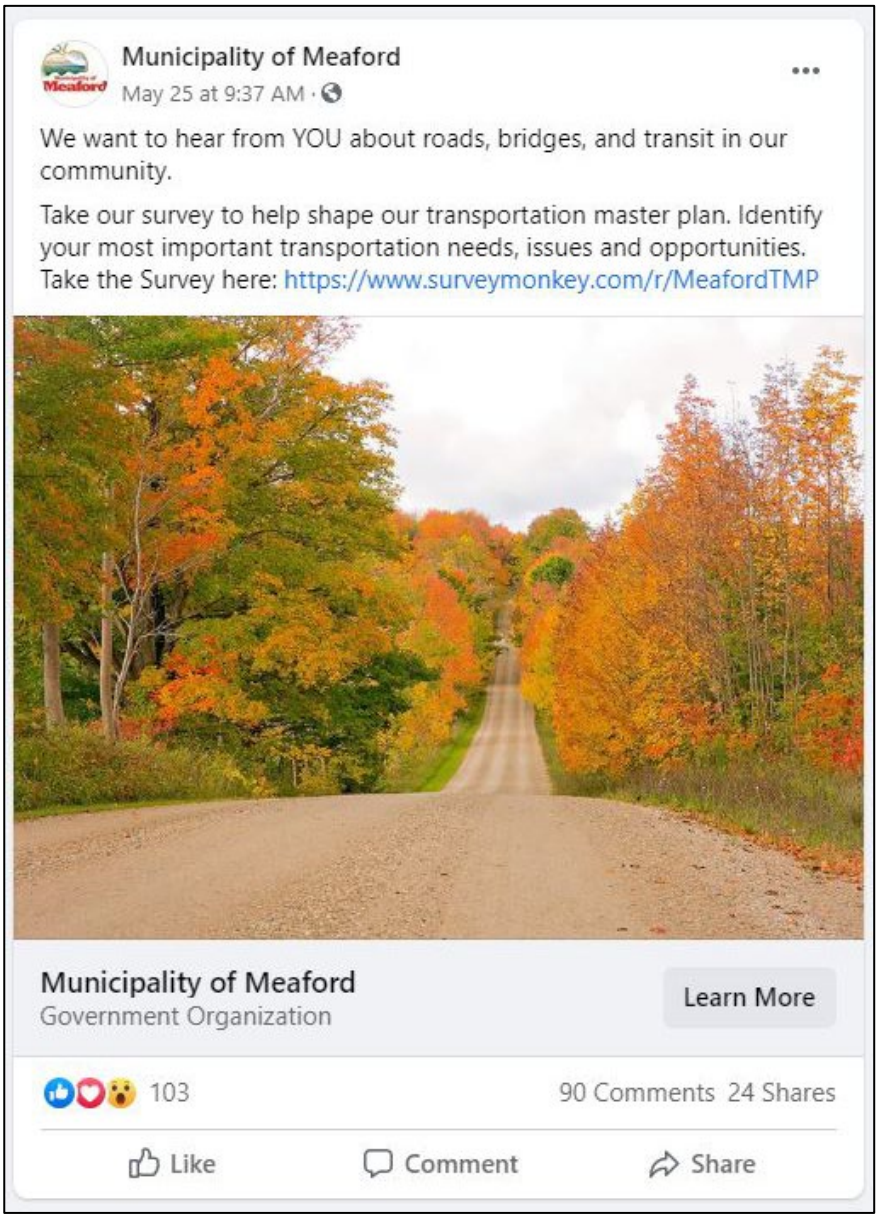
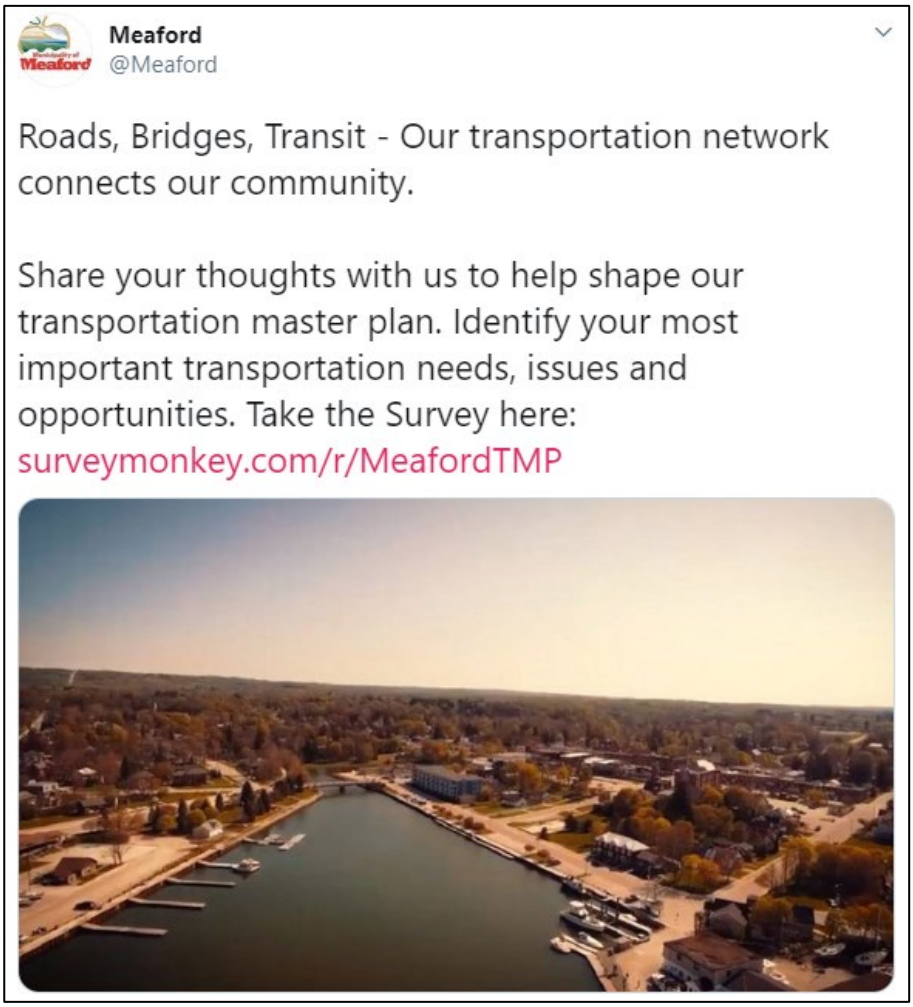


Exhibit 2.3: Twitter Message Advertising the TMP Public Consultation




## 2.3 Display Boards

The public consultation display boards (project slides) provided an overview of a TMP, study process, existing trends, initial transportation issues identified and the draft vision and goals for the study. Information on how to participate and stay informed on the Meaford TMP study was consistently re-iterated throughout the project slides. Exhibit 2.4 summarizes the information that was presented on the display boards. A copy of the display boards is included in Appendix B.

Exhibit 2.4: Summary of Display Boards

| No. | Title | Description of Content |
|---|---|---|
| 1 | Welcome | What a Transportation Master Plan is, what the Meaford TMP will address, and public consultation objectives |
| 2 | Study Process | The TMP study process and timeline |
| 3 | Demographic and Travel Trends | An overview of Meaford's demographic makeup, projected population and employment growth, and transportation trends |

| No. | Title | Description of Content |
|---|---|---|
| 4 | Meaford Has Diverse Needs | An overview of Meaford's unique challenges with urban and rural contexts, aging population, and seasonal population and tourism that need to be addressed |
| 5 | Road Network | Map featuring the existing road network by jurisdiction, brief overview of road classification, and key themes and questions |
| 6 | Maintenance and Rehabilitation | Map featuring the pavement condition as reflected in the pavement condition index (PCI) measure, brief overview of road and bridge network, and key themes and questions |
| 7 | Traffic | Map featuring existing average annual daily traffic volume, brief overview of congestion and operational issues, and key questions |
| 8 | Sustainable Transportation | Map featuring existing active transportation routes, brief overview of themes in active and emerging infrastructure, and key questions |
| 9 | Draft Vision, Goals and Directions | Draft vision statement, goals #1 and #2, and supporting directions |
| 10 | Draft Vision, Goals and Directions | Draft vision statement, goals #3 and #4, and supporting directions |
| 11 | Next Steps | Information on how to participate in the TMP study process, how to stay connected and what steps will be taken between now and Public Consultation Round #2 |

## 2.4 Public Opinion Survey

An online public opinion survey was developed to solicit feedback on the draft vision, goals and directions, and transportation issues in Meaford. Questions asked consisted of multiple-choice selection plus open-ended questions with comment boxes, to foster conversation and gather a wide range of opinions and input.

The online survey was intended to be available from the study webpage between May 7, 2020 and June 7, 2020, however, remained open through June to allow additional comments following the agency and stakeholder meeting. The survey had a high participation rate with 308 submissions through June 7, 2020. A phone number was provided as an alternative to the online consultation; however, no phone calls were received. A copy of the survey is provided in Appendix C.

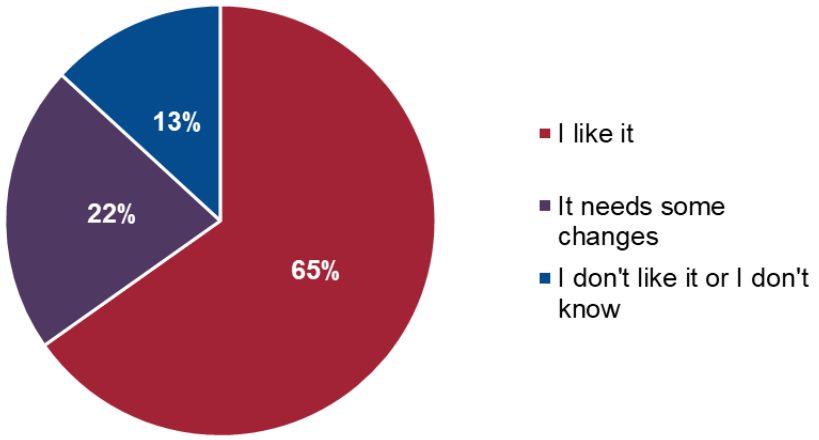
The following section summarizes recurring themes identified in the feedback received through the online survey. As no submissions were made outside of the survey, the following summarizes all feedback received for the first round of public consultation. Full comments are included in Appendix D.

## Q1: What do you think about the draft Vision statement? Do you have any comments on the draft Vision?

**Vision:** The Municipality of Meaford strives to provide a sustainable and economical multi-modal transportation system, where people, goods and agricultural equipment are moved efficiently, and people of all ages and abilities can travel safely by vehicle, walking and cycling.

Question 1 was answered by 96% of respondents. Support for the draft vision statement was indicated by 65% of respondents.

Exhibit 2.5: What Do You Think About the Draft Vision Statement?




Respondents were largely supportive of the vision statement as presented, with only 13% responding that they did not like it (or did not know). Ideas for improving the vision were received from 57 respondents. The most common comment noted that highlighting only driving, walking and cycling was too restrictive and that other modes should not be excluded, including mobility devices, ATVs, and snowmobiles. Other respondents noted that the vision is somewhat vague, while also being too wordy. Other responses noted that "connected" or "affordable" should be included. Finally, a response asked that "strives to" be replaced by "will". All responses to this question were reviewed and have influenced updates to the study's vision statement.

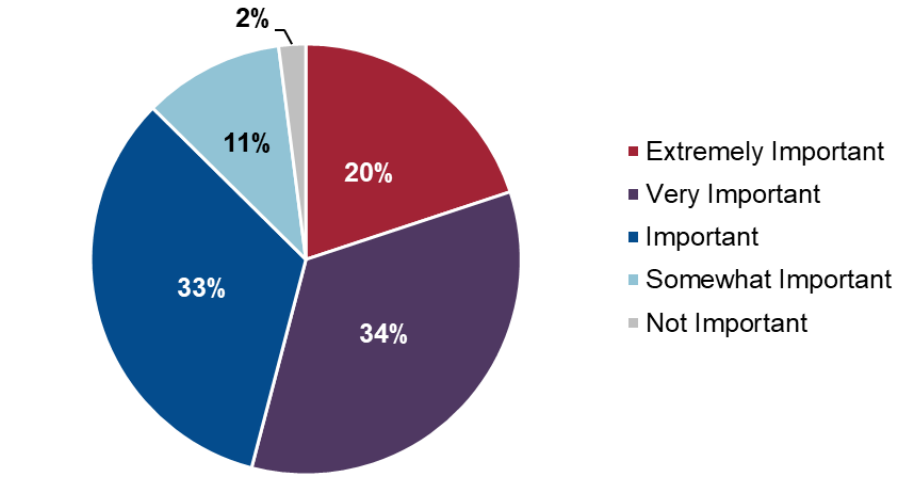
## Q2: How important is Goal 1?

**Goal 1:** Meaford's transportation system will meet the needs of present and future urban and rural residents and businesses.

- Develop a multi-modal transportation network that enables efficient regional travel and sustainable travel choices.
- Enable the efficient movement of goods and agricultural equipment.
- Support economic development and tourism.
- Increase access to opportunity for residents and businesses.

Question 2 was answered by 80% of respondents.

Exhibit 2.6: How Important is Goal 1?



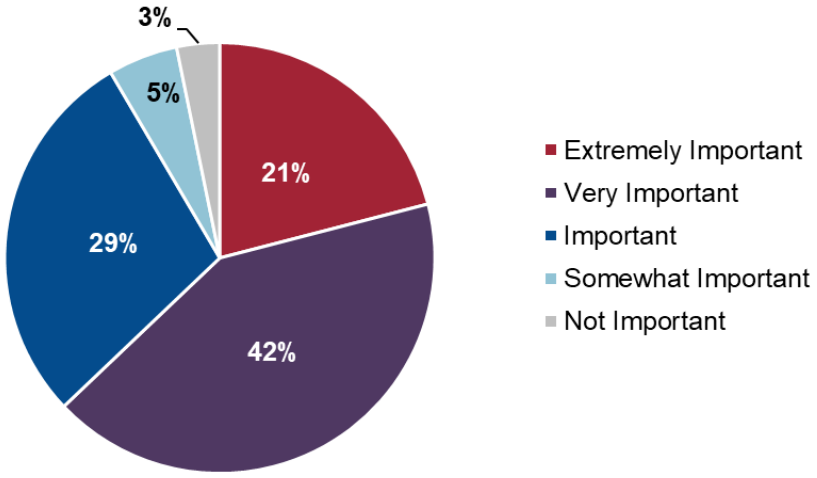

## Q3: How important is Goal 2?

**Goal 2:** Meaford's transportation system will be delivered and maintained in a fiscally responsible and sustainable manner.

- Investigate alternative construction methods for roads and bridges.
- Improve operations and maintenance policies.
- Become more resilient to impacts from climate change.
- Embrace sustainable transportation practices and the emerging shared economy.

Question 3 was answered by 81% of respondents.

Exhibit 2.7: How Important is Goal 2?



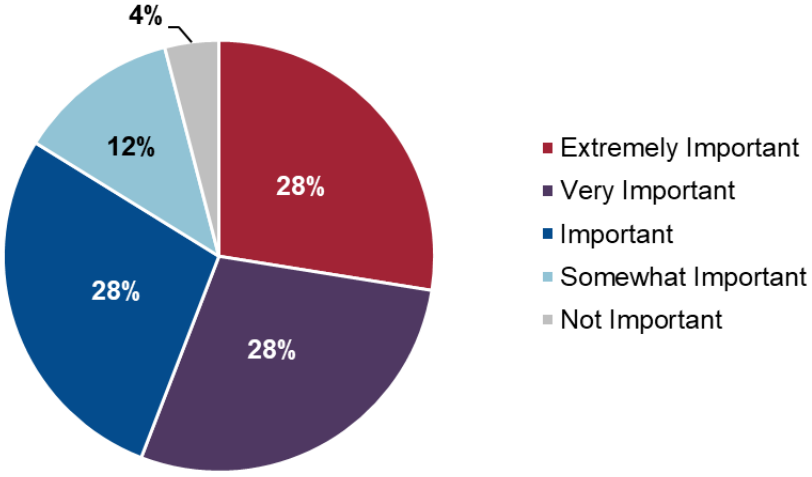

## Q4: How important is Goal 3?

**Goal 3:** Meaford's transportation system will enhance safety, accessibility, equity and inclusivity to support active, healthy & livable communities.

- Improve traffic safety for all road users.
- Enable active transportation as an everyday option for residents of all ages and abilities.
- Enhance connections to recreational trails and facilities.
- Support the regional public transit and specialized transit plans.

Question 4 was answered by 80% of respondents.

Exhibit 2.8: How Important is Goal 3?



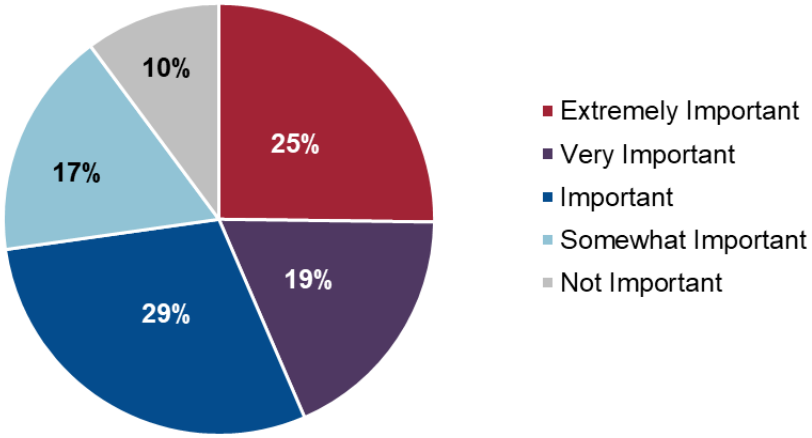
## Q5: How important is Goal 4?

**Goal 4:** Meaford's transportation system will support environmental sustainability and climate change objectives.

- Reduce the reliance on single-occupancy vehicles.
- Transition to a more integrated multi-modal transportation system.
- Contribute to a reduction in greenhouse gas emissions.
- Protect Meaford's natural and cultural heritage.

Question 5 was answered by 80% of respondents.

Exhibit 2.9: Response to Question 5




## Q6: Do you have any other comments on the TMP's goals or directions?

All four goals rated strongly as being somewhat important to extremely important with a minimum of 61% of respondents falling into those categories. However, 61 comments were received with suggestions for changing the goals and directions. Two recurring themes were:

- The importance of addressing maintenance backlogs before investing in new infrastructure
- Increasing the emphasis on connections to neighbouring municipalities.

This feedback has been reviewed and will be reflected in the updated goals and directions.

### Q7: Where do you experience any traffic-related issues while trying to get around Meaford?

Question 7 was answered by 45% of respondents with recurring comments and themes as follows:

- About 25% of respondents indicated that turning onto or off Sykes St or Highway 26 was dangerous and tends to cause traffic congestion in the downtown. The Sykes St and St. Vincent St intersection is a reoccurring problem area, with responses highlighting the short traffic light and difficulties with merging onto Sykes St. Respondents suggest a roundabout as a solution for this intersection, and advanced green lights for other problem intersections along Sykes St.
- Miller St and the hill area before Beautiful Joe Park is also highlighted as a problem area. Miller St is a steep and narrow roadway often used by both pedestrian and vehicular traffic. Miller St, Ridge Rd, Trowbridge St, Pearson St and Nelson St are used to bypass downtown Meaford. Respondents expressed that these bypass routes are in bad condition, experience speeding, and that users have difficulty sharing the road which all cause congestion and operational issues.
- Respondents also highlighted school zones tend to cause congestion due to a lack of pedestrian crossings and vehicular traffic parked in no parking zones.

These recurring themes and locations will be incorporated into the road network assessment in the Needs and Opportunities Report and the evaluation of alternative planning solutions.

### Q8: The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement, or traffic calming?

Question 8 was answered by 49% of respondents. The following streets within the urban area were highlighted as needing safety measures: Miller St, Ridge St, Pearson St, Union St, Centre St, Sykes St, St. Vincent St, Aiken St, and Nelson St. Respondents also had concerns about speeding in the rural areas.

In the TMP the noted safety locations will be considered in terms of policies and need for further study. Speed enforcement, potentially via photo radar, will be considered.

### Q9: Do you have any comments or concerns about parking, including current regulations, supply of parking near your

### destinations, or suggestions on how parking can be better managed?

Question 9 was answered by 34% of respondents. Nearly half of those respondents indicated they had no issues with parking in Meaford. Of those who responded, 23% highlighted Sykes St as a problem area.

A few respondents suggest that parking on the main street be removed as it causes congestion, with alternative options off the connecting streets or one side only parking.

Some respondents suggested tighter parking enforcement throughout Meaford.

### Q10: How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized?

Question 10 was answered by 35% of responses. Of those who responded, 31% of respondents prioritized upgrades to roads as opposed to prioritizing maintenance. Upgrades referred to major changes in infrastructure (i.e. rebuilding or paving roads), whereas maintenance referred to short-term patchwork. The following roadways were highlighted as areas were improvements should be prioritized: Concession Road 10, 7th Line, 11th Line, Bayshore Rd, Concession Road 2, and Old Mail Rd.

Additional responses noted the need to accommodate cycling in the rural areas through the addition of paved shoulders. There were also some comments noting that cyclists should not be allowed on rural roads. This indicates there is an appetite for better separation between vehicles and bicycles as cycling grows as a tourist activity.

Several respondents noted the need to widen roads to accommodate agricultural equipment.

These comments will be incorporated into the road network assessment in the Needs and Opportunities Report and the evaluation of alternative planning solutions.

### Q11: Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized?

Question 11 was answered by 42% of respondents. Respondents highlighted that repairs should be prioritized on infrastructure that is most used and experiences high traffic volumes. Respondents also indicated that repairs and rehabilitation should be first focused on roads (37%), followed by bridges (22%).

In the urban area, the following roads have been identified for repair: Trowbridge St, Edwin St, Gray Ave, and Miller St. In the rural area, the following roads have been identified for repair: Concession Road 10, 7th Line, 11th Line, and 4th Sideroad.

### Q12: What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths, or other cycling facilities be installed?

Question 12 was answered by 40% of respondents.

- Roughly half of people who provided a response to this question show support for implementing cycling infrastructure, ranging from paved shoulders to bike lanes to separated trails.
- Respondents highlighted that new cycling infrastructure should be installed along major roads throughout the municipality, and along the waterfront.
- Respondents highlighted that signage and addition of sidewalks and trails would ultimately promote active transportation in the region for cyclists and walkers.
- About 22% of people who provided a response to this question do not support cycling infrastructure.

As this is the first TMP and consultation, it should be noted that no information about cycling infrastructure, facility types, benefits and impacts, costs and trade-offs were given. This type of educational information can increase support among the public.

### Q13: Where should new sidewalks be prioritized?

Question 13 was answered by 35% of respondents. Some common themes among comments are as follows:

- New sidewalks should be prioritized on Miller St, specifically along the hill portion. Miller St is a popular roadway used by both pedestrians and vehicular traffic and current conditions make it dangerous for both. Alternatives such as closing Miller St to vehicular traffic, making the street one-way, or adding a sidewalk to at least one side of the street have been suggested.
- Respondents suggested downtown roads, that are used by vehicular traffic to bypass downtown and avoid Sykes St, should be upgraded with sidewalks to protect pedestrians. Crosswalks are favourable in these areas to ensure pedestrians have complete and safe access.
- Respondents suggested that new sidewalks be prioritized around schools and the waterfront, followed by new subdivisions (i.e. Union St, Centre St shrouding the Gate of Kent subdivision).
- Responses suggested sidewalks should be prioritized on streets that do not have any sidewalks (including filling gaps), followed by expanding sidewalks on roads with heavy pedestrian traffic that have a sidewalk on one side, and areas with high vehicular traffic.

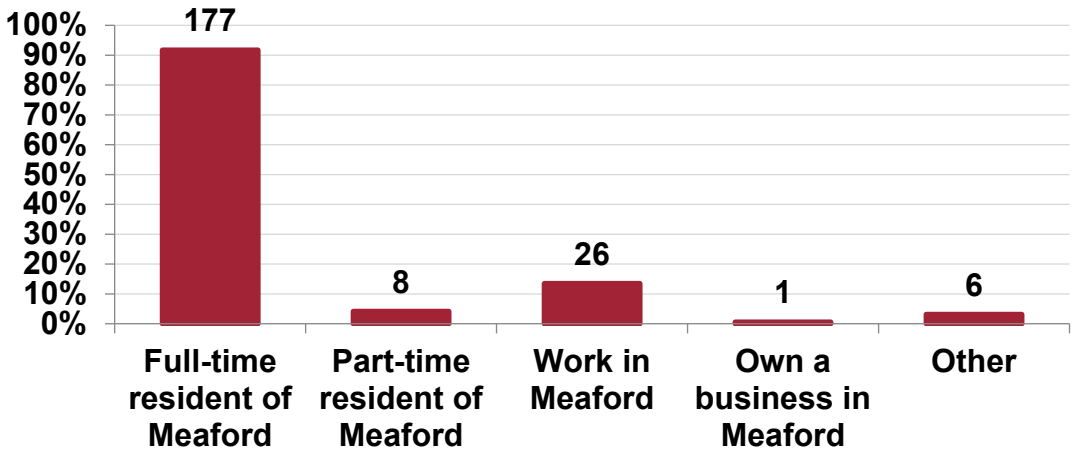
## Q14: Do you have any other comments for the Meaford TMP project team?

Question 14 was answered by 30% of respondents. Most comments asked the team to address the condition of the roads in Meaford, followed by request for regional transit or community bus.

## Q15: Which of the following apply to you?

Question 15 was answered by 63% of respondents. Majority (92%) of respondents are full-time residents of Meaford.

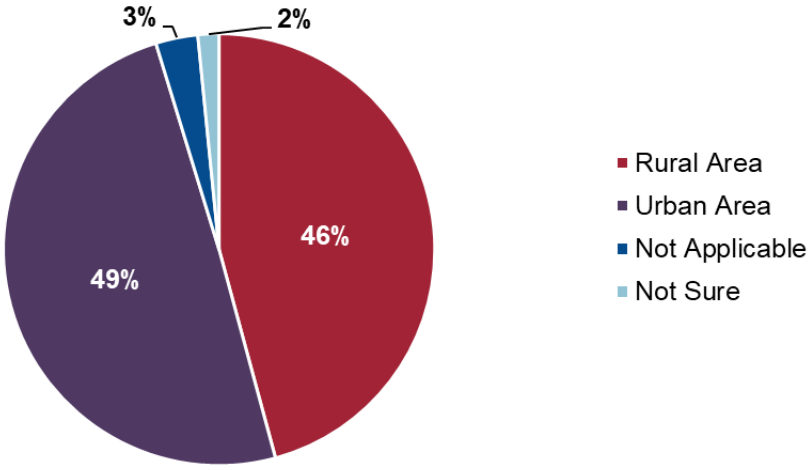
Exhibit 2.10: Which of the Following Apply to You?




## Q16: If you live in Meaford, do you live in the urban area or rural area?

Question 16 was answered by 62% of respondents. There was about equal representation from both urban and rural participants in Meaford. It is important to consider the diverse needs of the urban and rural areas.

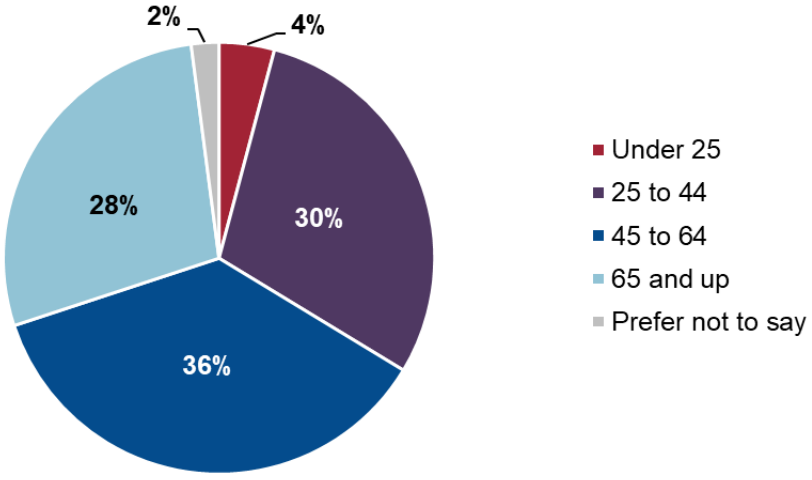
Exhibit 2.11: Do You Live in the Urban or Rural Area?




## Q17: What is your age group?

63% of respondents answered Question 16. There was about equal representation from participants of 25-44, 45-64, and 65 and up age groups. A majority of the respondents are 25 and up, reflecting current population trends in Meaford.

Exhibit 2.12: What is Your Age Group?




## Q18: Leave your email to receive updates about the Meaford Transportation Master Plan.

25% of respondents provided email contact information and have been added to the study's mailing list.

## 2.5 Agency and Stakeholder Meeting

The first agency and stakeholder meeting was held as a conference call through Microsoft Teams on June 10, 2020. Representatives from the following groups were present:

- Municipality of Meaford;
- IBI Group (Project Consultants);
- City of Owen Sound;
- County of Grey;
- Grey Sauble Conservation Authority;
- Ministry of Transportation, Ontario;
- Municipality of Grey Highlands;
- Municipality of Meaford Agricultural Group;
- Niagara Escarpment Commission;
- Ontario Provincial Police;
- South Georgian Bay Cycling Coalition;
- Student Transportation Service Consortium of Grey Bruce;
- Town of the Blue Mountains;
- Township of Chatsworth; and
- Township of Georgian Bluffs.

The meeting was led by the consultant project manager and covered the same material as the public consultation events. The following items received the most attention and discussion:

- Heavy vehicle load enforcement;
- Need for a new or upgraded east-west route south of urban Meaford between Owen Sound and Thornbury;
- The need to consider the movement of agricultural equipment and goods; and
- The need to connect the cycling network to conservation areas.

Full meeting minutes are provided in Appendix H.

## 2.6 Other Consultation Methods

In addition to the survey, members of the public were able to connect with the project team through e-mail addresses provided, a local telephone number, or through the Municipality's mailing address. These methods of contact remain

open throughout the study. For the first round of public consultation, no feedback has been received by any of these methods.

Further, there have not been any concerns noted regarding any difficulty participating in the study's public engagement processes, indicating that under current circumstances the online consultation used was effective and sufficient for this part of the TMP. However, alternative methods of contact and participation were offered throughout the study.

## 2.7 Round #1 Summary

Considering the constraints imposed by the COVID-19 pandemic, the first round of consultation for the Meaford Transportation Master Plan was a success. The strong participation in the survey indicates effective public outreach and interest among Meaford's residents and visitors for the study. Many insightful comments were provided helping to identify the key transportation issues and opportunities in the Municipality and provided feedback that will help shape the vision and goals for the study.

The key takeaways from this round of public consultation are:

- Bypass roads used by vehicular traffic to avoid Sykes St and the downtown are in bad condition, experience speeding and are unsafe for pedestrian use. These roads include Miller St, Ridge Rd, Trowbridge St, Pearson St and Nelson St.
- Turning onto Sykes St/Highway 26 is difficult and causes congestion. Sykes St and St. Vincent St intersection is a reoccurring problem area.
- Miller St (east of County Road 12) is a steep and narrow roadway used by pedestrians and vehicular traffic as a connector and bypass road. It is in poor condition, experiences speeding, and is unsafe for pedestrian use.
- School zones in Meaford experience congestion due to lack of pedestrian crossings and parking in no parking zones.
- Traffic calming measures are desired on the following urban roads: Miller St, Ridge St, Pearson St, Union St, Centre St, Sykes St, St. Vincent St, Aiken St, and Nelson St.
- Most respondents believe parking is not a major issue in urban Meaford.
- Improvements should be prioritized on the following rural roads: Concession Road 10, 7th Line, 11th Line, Bayshore Rd, Concession Road 2, and Old Mail Rd.
- Road repairs should be prioritized on infrastructure that is most used and experiences high traffic volumes.

- Road repairs should be prioritized on the following urban roads: Trowbridge Rd, Edwin Rd, Gray Ave, and Miller St.
- Addition of cycling infrastructure (paved shoulders, bicycle lanes, separated trails), signage and wayfinding, sidewalks, and trails would ultimately promote active transportation in the region for cyclists, walkers, and tourists.
- New sidewalks and crosswalks should be prioritized on roads that do not have any sidewalks (filling gaps), followed by expanding sidewalks on roads with heavy pedestrian and vehicular traffic that have a sidewalk on one side.

The feedback received has been reviewed and used as input into the Needs & Opportunities report, which outlines the issues and opportunities for transportation in Meaford as identified by several sources and presents potential strategies to address them.

# 3 Round Two

The second round of public consultation was held between January 7 and February 7, 2021. Activities consisted of a Virtual Public Information Centre (PIC), held on January 20, 2021, online display boards for public review, an online survey and a stakeholder group meeting. Additionally, staff were available by phone as an additional means for members of the public to submit comments and take the survey. Restrictions imposed by the ongoing COVID-19 pandemic again required that all consultation activities be held online and in virtual settings.

## 3.1 Objectives

The objective of the second round of consultation was to receive feedback on the draft recommendations developed by the study. The recommendations presented included infrastructure projects, programs and policies.

## 3.2 Public Notice

A Notice of Public Consultation was published in Meaford's local newspaper, the Meaford Independent. The notice provided a brief overview of the types of recommendations being presented, announced the Virtual PIC to be held on January 20, 2021, and provided information on how to submit feedback. It was first published January 7, 2021 coinciding with the launch of the online survey and display boards, and again on January 14, 2021 to remind residents of the upcoming Virtual PIC.

Social media marketing was used to further notify the public of the study, the Virtual PIC and the survey. Several messages were posted to Facebook and Twitter leading up to the Virtual PIC on January 20, 2021. An example of a posting is provided in Examples of these postings are provided in Exhibit 3.1. The Notice of Public Consultation is shown in Exhibit 3.2.

Exhibit 3.1: Twitter Message Advertising the Virtual PIC



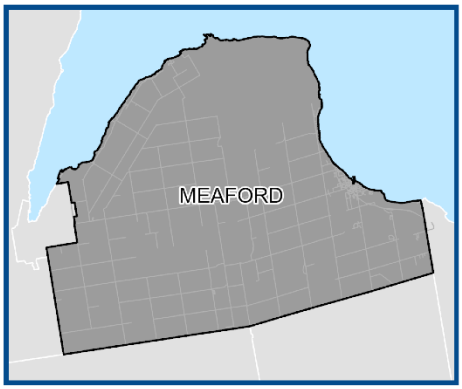
Exhibit 3.2: Notice of Public Consultation

Municipality of Meaford

# Notice of Public Information Centre Transportation Master Plan

The Municipality of Meaford has progressed in its development of a **Transportation Master Plan (TMP)** to the second and final round of public consultation, with recommendations for the transportation system, including:

- Improving traffic operations and safety on urban and rural roads;
- Identifying a collector road network and upgrading key urban and rural corridors;
- Expanding the sidewalk network and providing new protected pedestrian crossings;
- Expanding the cycling route network; and
- Implementing supporting strategies and policies for traffic calming, paving rural roads, parking, sidewalks, speed limits, stop signs and road safety.




## Virtual Public Information Centre

A Virtual Public Information Centre (PIC) will be held to present the TMP's draft recommendations, policies and strategies. The session will consist of a presentation by the study's project managers followed by a moderated Q&A period. Questions can be submitted prior to the event at the study's webpage or through the chat feature during the live event.

**Date:** Wednesday, January 20, 2021 **Time:** Presentation at 6:30 p.m.

A link will be posted approximately one hour prior at www.meaford.ca/TMP.

Display boards will be posted online by January 15, 2021.

## How to Submit Feedback Following the PIC

- **Online:** A public opinion survey will be posted at www.meaford.ca/TMP.
- **By Phone:** Call 519-538-1060 ext. 1302 to provide feedback.
- **Email:** Submit comments or questions to the project managers at tperejmybida@meaford.ca or sjohnston@ibigroup.com

Feedback will be accepted through **February 7, 2021**.

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment which is an approved process under the *Environmental Assessment Act*.

**This notice first published January 7, 2021.**

## Questions? Ideas?

Get more information at
**www.meaford.ca/TMP**

## Contact the Project Managers:

**Tori Perejmybida, P.Eng.**
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21 Trowbridge Street West
Meaford, ON N4L 1A1
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## 3.3 Display Boards

The public consultation display boards (project slides) provide an overview of a TMP, study process and consultation, updated vision and goals for the study, review of transportation issues, needs and opportunities identified, and present alternative strategies and draft recommendations. Information on how to participate and stay informed on the Meaford TMP study was provided at the end of the project slides under next steps. Exhibit 3.3 summarizes the information that was presented on the display boards. A copy of the display boards is included in Appendix E.

Exhibit 3.3: Summary of Display Boards

| No. | Title | Description of Content |
|---|---|---|
| 1 | Welcome | What a Transportation Master Plan is, what the Meaford TMP will address, and public consultation objectives |
| 2 | Study Process and Consultation | The TMP study process, consultation, and timeline |
| 3 | What We Heard | An overview of key takeaways from the first round of public consultation |
| 4 | Updated Vision & Goals | Vision statement and goals updated based on previous feedback received |
| 5 | Needs & Opportunities | An overview of Meaford's unique issues, needs and opportunities to be addressed in the TMP |
| 6 | Alternative Strategies | An overview and evaluation of alternative strategies against the study's goals |
| 7 | Draft Recommendations | An overview of the preferred alternative and corresponding slides |
| 8 | Recommendations – Rural Roads | Map featuring recommended projects and strategies for rural roads in Meaford and description of the initiatives |
| 9 | Recommendations – Urban Roads | Map featuring recommended projects and strategies for urban roads in Meaford and description of the initiatives |
| 10 | Recommendations – Road Classification | Map featuring recommended new road classification system for Meaford and description of benefits |
| 11 | Recommendations – Cycling | Map featuring recommended cycling routes for rural and urban Meaford and description |
| 12 | Recommendations – Pedestrians | Map featuring recommended corridor identified for priority sidewalks and new pedestrian crossover locations and description |
| 13 | Recommendations – Traffic Calming | Overview of recommended soft traffic calming and physical measures to reduce traffic speeds and description |
| 14-16 | Recommendations – TMP Policies and Programs | Overview of recommended TMP policies and programs to address the unique challenges of Meaford and description |

| No. | Title | Description of Content |
|---|---|---|
| 17 | Next Steps | Information on how to participate in the TMP study process, how to stay connected and what steps will be taken between now and TMP Public Review period |

## 3.4 Virtual Public Information Centre (PIC)

A Virtual Public Information Centre (PIC) was held on January 20, 2021 to present the TMP's draft recommendations, policies and strategies. The meeting consisted of a presentation by the study's project manager, which provided an overview of the display boards outlined above. This was followed by a moderated question and answer period with attendees. Representatives for IBI Group, the project consultant and the Municipality of Meaford participated in the ensuing discussion. Following the conclusion of the meeting, a recording was posted to the study webpage.

Topics discussed during the question and answer period included the following:

- Concern that many cycling routes coincide with proposed collector roads, suggests conflicts between cyclists and higher traffic volumes and speeds;
- Concern about the stretch of Highway 26 with no paved shoulders where a cycling route is proposed;
- The desire for safe cycling and pedestrian routes to the new school;
- Support for traffic calming measures due to speeding vehicles;
- Concern about horizontal deflection traffic calming elements that create dangerous pinch points where cyclists themselves are dangerously weaving in and out of traffic;
- Consideration for safe cycling route to Memorial Park, downtown area and harbour;
- Rationale for selecting the cul-de-sac option to address challenges around Miller St and timeline for project.
- Concerns with closing Miller St - rerouting traffic from Miller St to Nelson St will cause issues at the Pearson St, Ridge Rd, and the Trowbridge St and Sykes St intersection.
- Concern about how additional traffic will be managed if routed through downtown;
- Concern regarding modifications planned for Sideroad 10, especially with its vertical curvature and the concern of inhibiting agricultural and truck traffic;

- Concerns about how traffic calming, reduced speeding measure and stop signs would be added to Pearson Street and Ridge Road, especially with it being added to the collector network;
- Consideration to calming traffic on rural roads where there is significant residential development;
- Need for a comprehensive paved should policy that is not only dependent on AADT;
- Need to consider challenges that agricultural traffic has in the Bognor area with steep hills, especially in winter;
- Support for the recent paved connections established from 4th Sideroad;
- Concern over bottlenecks and delays associated with the recommended pedestrian crossovers; and
- Recommendations for adding parking in smaller rural communities and waterfront parks, such as Christie Beach and Leith/Annan Rural Waterfront.

## 3.5 Public Opinion Survey

An online public opinion survey was developed to solicit feedback on the draft recommended policies, program and strategies addressing transportation issues in Meaford. Questions asked consisted of multiple-choice selection plus open-ended questions with comment boxes, to foster conversation and gather a wide range of opinions and input.

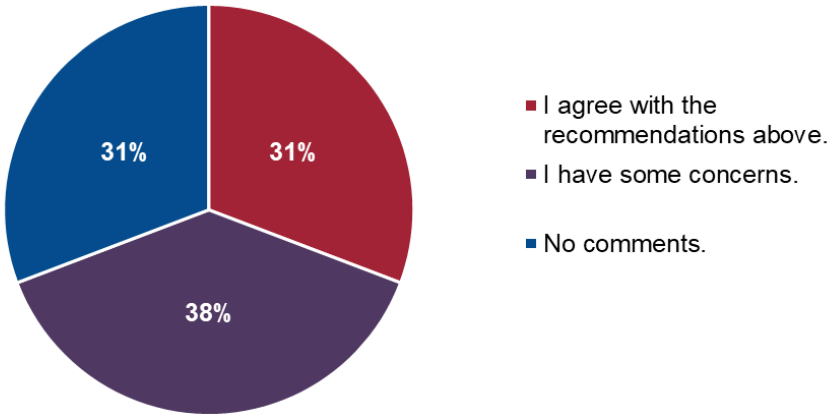
The online survey was intended to be available from the study webpage between January 7, 2021 and February 7, 2021, however, remained open through March to allow additional comments following the agency and stakeholder meeting. The survey received 53 submissions through to March 30, 2021. A phone number was provided as an alternative to the online consultation; however, no surveys were taken over the phone. A copy of the survey is provided in Appendix F.

The following summarizes recurring themes identified in the feedback received through the online survey. Full comments are included in Appendix G.

### Q1: Which statement best describes your thoughts on the rural road recommendations?

Question 1 was answered by 98% of respondents. Support for the draft recommendation was indicated by 31% of respondents and 38% expressed having some concerns.

Exhibit 3.4: Which Statement Best Describes Your Thoughts on the Rural Road Recommendations?



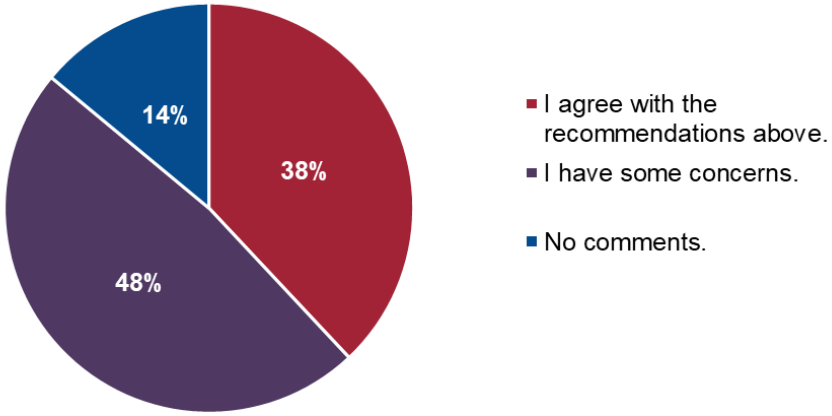

Comments were received from 24 respondents. Comments included:

- Concern that paving Sideroad 10 between 7th Line and Grey Rd 12 will be costly due to the topography;
- Some respondents noted there are other options such as County Road 40 that already serve the rural area and new construction is not required;
- Concern that upgrading rural roads will attract fast moving vehicles to the area;
- Concerns about prioritizing paving or upgrading other corridors over keeping rural bridges open;
- Respondents want to ensure heavy vehicles and their impacts are considered where projects are proposed; and
- Respondents recommend east-west route be more direct.

## Q2: Which statement best describes your thoughts on the urban road recommendations?

Question 2 was answered by 94% of respondents. Support for the draft recommendation was indicated by 38% of respondents and 48% expressed having some concerns.

Exhibit 3.5: Which Statement Best Describes Your Thoughts on the Urban Road Recommendations?



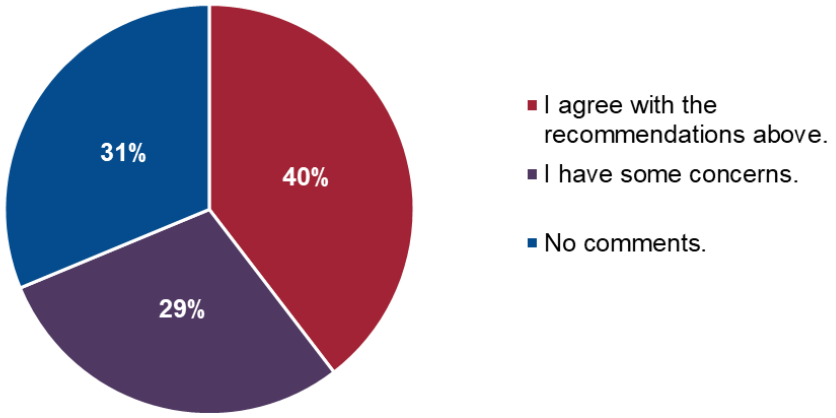

Comments were received from 33 respondents. Comments included:

- Respondents are concerned that Miller Street becoming a cul-de-sac could further increase Hwy 26 congestion and congestion along adjacent streets. Respondents believe it a necessary access route out and into town and very well used by vehicles. Suggest making route a one-way with reduced speeds or widening.
- Residents of Miller St provided support for the project;
- Respondents suggest implementation of stop signs at Ridge Rd and St. Andrews Dr to reduce speeding;
- Respondents request that studies for Miller St and Pearson St/Ridge Rd be prioritized;
- Concerns with the effectiveness of more transportation studies, respondents request immediate action; and
- Respondents recommend a roundabout alternative for Sykes St and Vincent St. intersection.

## Q3: Which statement best describes your thoughts on the new road classification system?

Question 3 was answered by 91% of respondents. Support for the draft recommendation was indicated by 40% of respondents and 29% expressed having some concerns.

Exhibit 3.6: Which Statement Best Describes Your Thoughts on the New Road Classification System?

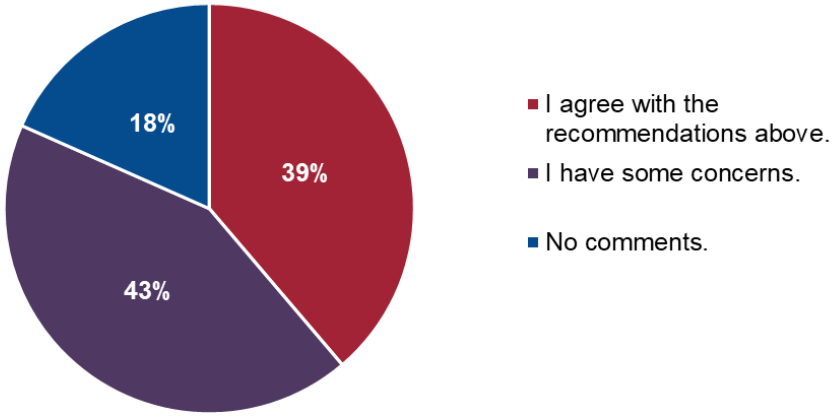



Comments were made by 14 respondents. Respondents were largely supportive of the recommendations for the new road classification system. The most frequent comment received noted concern about Ridge Rd / Pearson St being designated as a collector road, and how this might conflict with its residential land use and need for walking and cycling facilities.

## Q4: Which statement best describes your thoughts on the cycling route recommendations?

Question 4 was answered by 92% of respondents. Support for the draft recommendation was indicated by 39% of respondents and 43% expressed having some concerns.

Exhibit 3.7: Which Statement Best Describes Your Thoughts on the Cycling Route Recommendations?



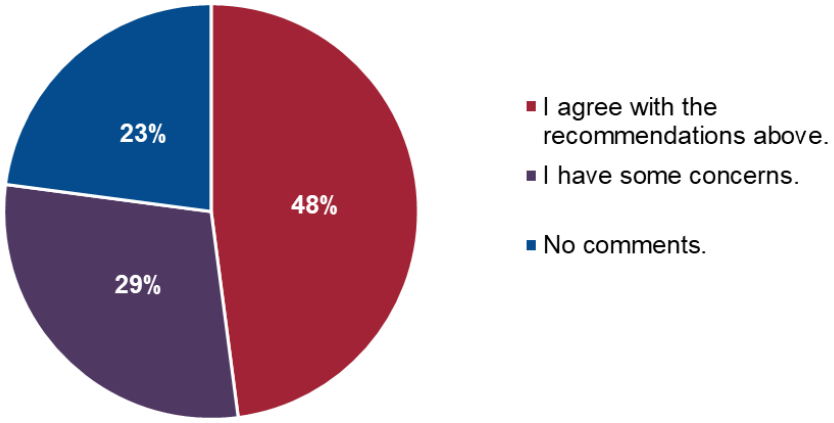

Comments were provided by 21 respondents. Comments noted concern about cycling safety and sharing the road with heavy vehicles and higher traffic volumes. Additional comments included:

- Concern over Ridge Rd being both a collector road and a cycling corridor as well as the Highway 26 segment due to high traffic volumes;
- Request for more connectivity within the cycling network;
- Desire for more quiet street cycling routes'
- Concerns about prioritizing taxpayer dollars for cycling and maintenance of infrastructure;
- Request prioritizing other projects such as Miller St cul de sac
- Request to make Miller St a cycling route
- Concern about cyclists slowing vehicle traffic; and
- Desire to see cycling routes that connect all of Meaford's features and services including the waterfront.

## Q5: Which statement best describes your thoughts on the priority sidewalk corridors and pedestrian crossover locations?

Question 5 was answered by 91% of respondents. Support for the draft recommendation was indicated by 48% of respondents and 29% expressed having some concerns.

Exhibit 3.8: Which Statement Best Describes Your Thoughts on the Priority Sidewalk Corridors and Pedestrian Crossover Locations?




Comments were received from 17 respondents. Comments included the following:

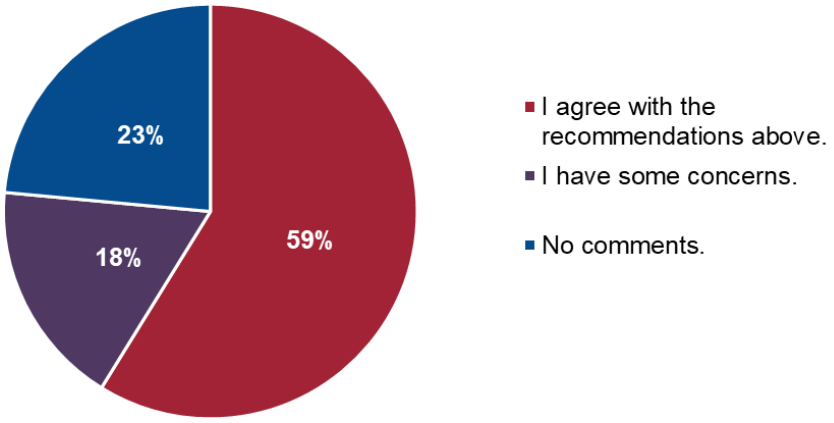
- Suggestion that any pedestrian crossing should be signalized stop light;
- Many requests for sidewalks in residential areas and on school routes;

- Pedestrian crossing at Sykes St and Vincent St is crucial as it is an unusual 5-point intersection and future high school traffic presents safety considerations;
- Respondents requesting heritage loop or formalized walking trail with signage with local historical landmark;
- Request to prioritize existing sidewalk maintenance over constructing new; and
- Support for extending the Nelson St sidewalk on south side until it reaches the Hospital Entrance and provide a pedestrian crossover from sidewalk on north side of Nelson St over to Hospital entrance.

### Q6: Which statement best describes your thoughts on the safety policy and program, traffic calming policy and community safety zone policy?

Question 6 was answered by 64% of respondents. Support for the draft recommendation was indicated by 59% of respondents.

Exhibit 3.9: Which Statement Best Describes Your Thoughts on the Safety Policy and Program, Traffic Calming Policy and Community Safety Zone Policy?



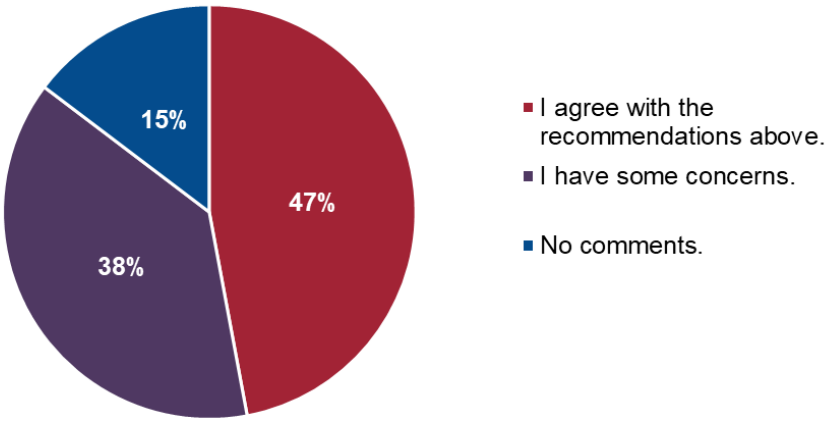

Respondents agreed that recommendations as presented for traffic calming are necessary in Meaford. Comments expressed a combination of soft traffic calming, physical measures, policies, and programs would help improve traffic safety. Additional comments included:

- Speed reduction warning should also be placed on Grandview Dr and Grant Ave close to Memorial Park;
- Request for more solar-powered speed signs near the new school;
- Automated speed enforcement is preferred; and
- Consider reducing the speed limit to 40 km.

## Q7: Which statement best describes your thoughts on the speed limits, stop signs, one-way streets and parking policies?

Question 7 was answered by 64% of respondents. Support for the draft recommendation was indicated by 47% of respondents and 38% expressed having some concerns.

Exhibit 3.10: Which Statement Best Describes Your Thoughts on the Speed Limits, Stop Signs, One-Way Streets and Parking Policies?



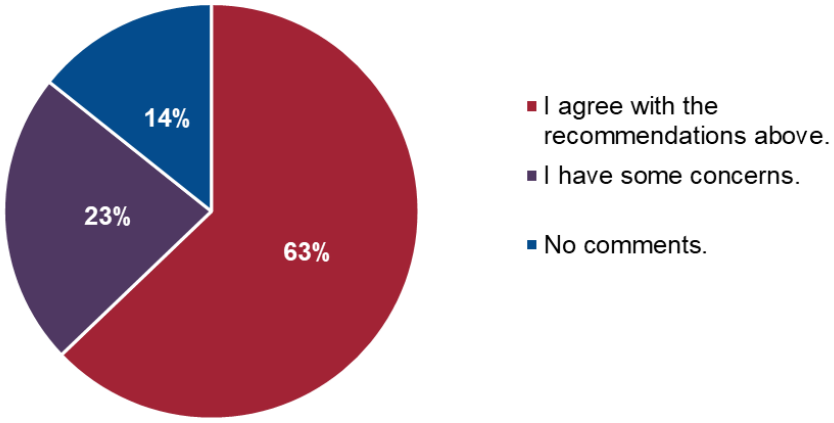

Comments included the following:

- Concerns about reducing traffic speed to 40km/h in general;
- Safety concerns about parking on both sides of busy streets;
- Agreement that stop signs are not an appropriate means to deterring speeding and safety;
- Conversely, preference for all intersections with stop signs to be all-way stop intersections;
- Concern with eliminating/reducing off-street parking minimums for new developments

## Q8: Which statement best describes your thoughts on the sidewalks, cycling, rural roads and trucks and agricultural equipment policies?

Question 8 was answered by 66% of respondents. Support for the draft recommendation was indicated by 63% of respondents.

Exhibit 3.11: Which Statement Best Describes Your Thoughts on the Sidewalks, Cycling, Rural Roads and Trucks and Agricultural Equipment Policies?



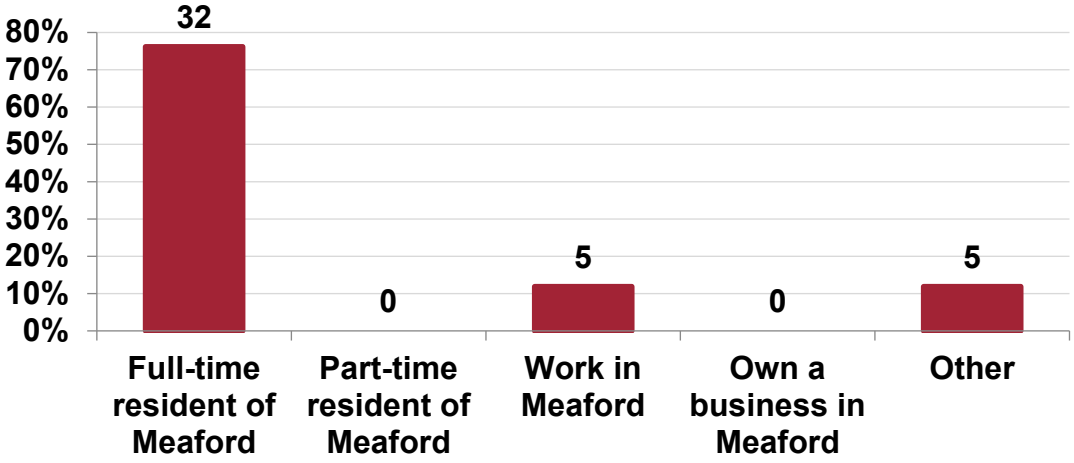

Comments were received from 12 respondents. Comments included the following:

- Paved shoulders for cycling should be added when roads are rebuilt or undergoing major construction;
- All bridges and roads in Meaford should have winter maintenance; and
- Request that heavy trucks be restricted from community neighbourhoods.

## Q9: Which of the following apply to you?

Question 9 was answered by 79% of respondents. A majority (76%) of respondents are full-time residents of Meaford.

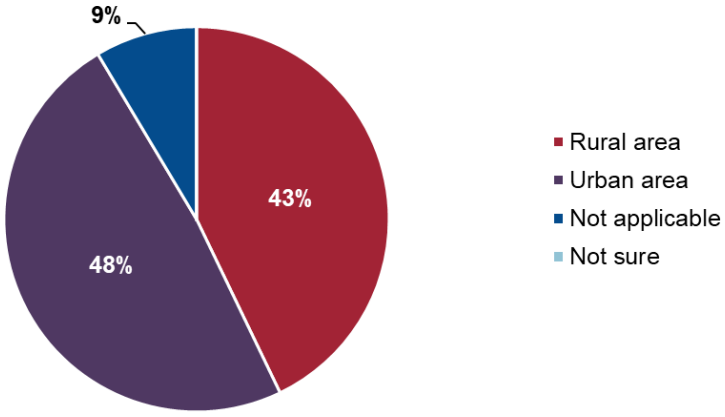
Exhibit 3.12: Which of the Following Apply to You?



### Q10: If you live in Meaford, do you live in the urban area or rural area?

Question 10 was answered by 66% of respondents.

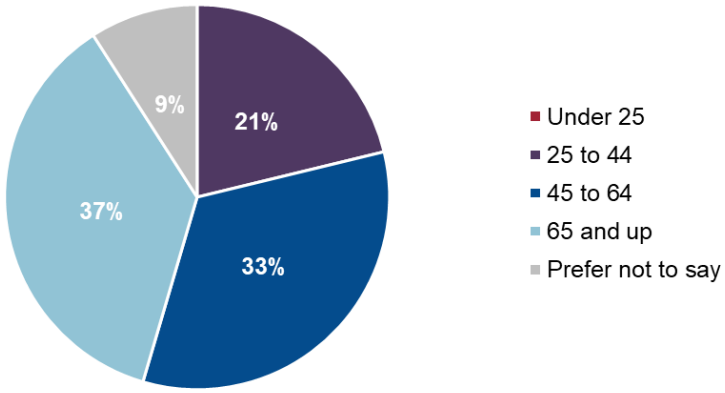
Exhibit 3.13: Do You Live in the Urban or Rural Area?




### Q11: What is your age group?

62% of respondents answered Question 11.

Exhibit 3.14: What Is Your Age Group?




### Q12: Leave your email address to receive updates about the Meaford Transportation Master Plan.

32% of respondents provided email contact information and have been added to the study's mailing list.

## 3.6 Agency and Stakeholder Meeting

The second agency and stakeholder meeting was held as a conference call through Microsoft Teams on January 13, 2021. Representatives from the following groups were present:

- Municipality of Meaford;
- IBI Group (Project Consultants);
- County of Grey;
- Grey Bruce Health Unit);
- Ministry of Transportation, Ontario;
- Municipality of Meaford Agricultural Group;
- Niagara Escarpment Commission;
- Ontario Provincial Police;
- South Georgian Bay Cycling Coalition;
- Student Transportation Service Consortium of Grey Bruce;
- Town of the Blue Mountains; and
- Township of Georgian Bluffs.

The meeting was led by the consultant project manager and covered the same material as the public consultation events. The following items received the most attention and discussion:

- The proposed east-west connection;
- Addressing agricultural needs in the Bognor area;
- The proposed speed limit reduction; and
- The possibility of including a paved shoulder policy.
- Need for a new or upgraded east-west route south of urban Meaford

Full meeting minutes are provided in Appendix H.

A follow up meeting was also held with the Municipality of Meaford Agriculture Group to fully understand the needs of farmers in the Bognor area. In addition, several emails were exchanged between the project team and the Agricultural Group.

## 3.7 Other Consultation Methods

In addition to the survey, members of the public were able to connect with the project team through e-mail addresses provided, a local telephone number, or through the Municipality's mailing address. These methods of contact remain open throughout the study. For the second round of public consultation, one email submission was received. The email shared concern about the plan to convert the street to a cul-de-sac, noting that during winter the road is very difficult to drive up and the cul-de-sac would force residents atop the hill to drive up the hill for all return trips. The submission recognized the speeding concerns

on Miller Street but believes it should be addressed separately, and that a 40km/hr speed limit would be preferable.

## 3.8 Round #2 Summary

The second round of consultation for the Meaford Transportation Master Plan was a success, again, considering the ongoing COVID-19 pandemic. The strong participation in the Virtual PIC and survey indicated effective public outreach and interest among Meaford's residents and visitors for the study. Many insightful comments were provided while reviewing the recommended policies, programs, and strategies identified to address the key transportation issues and opportunities in the Municipality.

The key takeaways from this round of public consultation are:

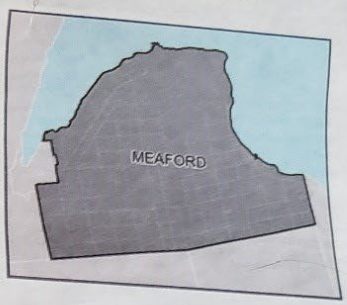
- There is general support for the safety-related items such as traffic calming and sidewalks;
- Pedestrian crossovers are controversial, with some arguing they will slow down traffic and others preferring full traffic signals – further education will be required as these will be new to Meaford;
- Reaction to the cycling network is mixed, with many respondents showing concern about routes on busier roads; and
- Significant concerns about the Miller St cul-de-sac project; further study will be recommended by the TMP to ensure all the issues are taken into full consideration.

# Appendix A – Notice of Commencement

# Notice of Commencement
# Transportation Master Plan

The Municipality of Meaford is in the process of developing a Transportation Master Plan (TMP) that will shape how people and goods move within and through Meaford. The TMP will:

- Establish a long-term vision for transportation for both the rural and urban contexts
- Consider all modes of travel (driving, cycling, walking, etc.) and the movement of commercial vehicles (trucks, agricultural equipment, etc.)
- Forecast future travel demand and develop future networks to meet the needs of the community
- Provide recommendations for appropriate road surface types, bridge construction methods, traffic calming and safety, paved shoulders, road classifications and unopened road allowances




## Public Consultation

*Public input is essential to the success of the TMP.* Residents, visitors, business owners and stakeholders are invited to provide their comments, ideas, questions and concerns at any point throughout the study. The study project managers can be reached by email or phone over the course of the project, and more information will be available on the study website.

Due to the ongoing **COVID-19** situation, it is not safe to conduct in-person consultation at this time. The study team acknowledges the importance of holding public meetings to encourage two-way conversation and promote a greater understanding of the issues Meaford is facing. We are monitoring the situation and will hold in-person events once it is safe to do so.

## Public Opinion Survey

Provide your input on the vision, goals and directions of the study, and help us identify the important transportation issues that this study needs to address. A public survey will be available through June 31, 2020.

- **Online:** Visit **www.meaford.ca/TMP**
- **By Phone:** Call 519-538-1060 ext. 1302 to provide your input or take the survey

*This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment which is an approved process under the Environmental Assessment Act.*

*This notice first published May 7, 2020.*

**Questions? Ideas?**

*Get more information at* ***www.meaford.ca/TMP***

**Contact the Project Managers:**

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# Appendix B – Round #1 Display Boards

# 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:

- Hear your thoughts and suggestions for the study's vision, goals and directions
- Identify your most important transportation needs, issues and opportunities

**Public Consultation Round #1**
**Spring 2020**

Municipality of Meaford

IBI GROUP

# Study Process

## Phase 1: Establish Study Foundation (Spring 2020)

- Review the policy context (municipal, county, provincial)
- Assess existing conditions including the road network, active transportation (i.e. walking and cycling)
- Analyze recent trends and future projections for population, employment and travel demand
- Identify infrastructure and policy gaps, major operational issues and opportunities to improve the overall transportation system

## Phase 2: Develop Draft Recommendations (Summer 2020)

- Develop solutions to address identified infrastructure gaps
- Develop supporting strategies and key policies

## Phase 3: Prepare TMP Report (Fall 2020)

- Develop the implementation plan
- Estimate costs and identifying funding sources
- Prepare final TMP report for public review




**How to Participate in the Meaford TMP Study:**

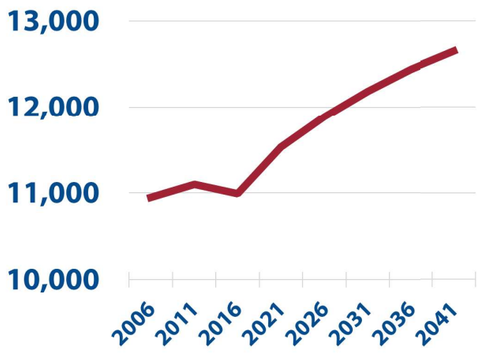
- Visit **Meaford.ca/TMP** to stay informed on the latest news.
- Take the **public opinion survey** at **Meaford.ca/TMP** or by calling **519-538-1060 ext. 1302** and help us finalize the vision and goals and identify your most important issues.
- **Contact the study team** by phone or by email at any time (contact info available on the Next Steps display board).

# Demographic and Travel Trends

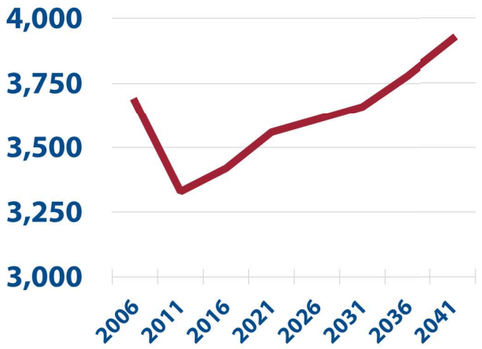
## How is Meaford Growing?

- Between 2016 and 2041, Meaford's permanent population is forecasted to **grow by 15%** and employment within Meaford is forecasted to **grow by 13%**.

### Population




### Employment

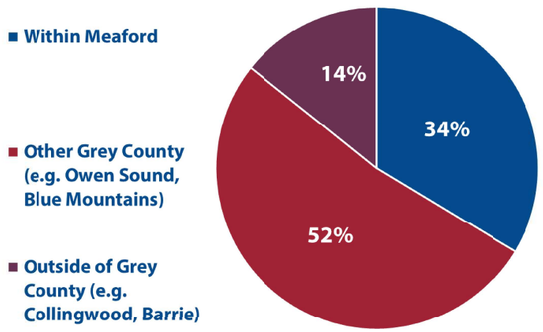



Source: Grey County Growth Management Strategy Update (2017)

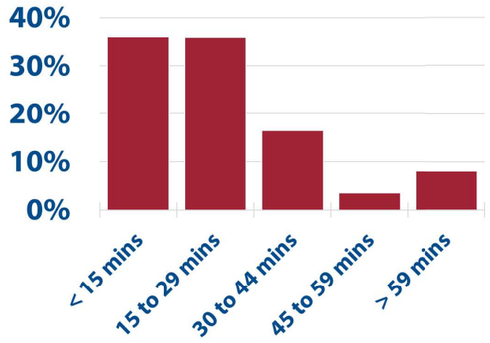
## Where do Residents Work?

- **66%** of employed residents with a usual place of work **commute outside of Meaford**
- **72%** of commutes are **less then 30 minutes**

### Commute Destination




### Commute Duration

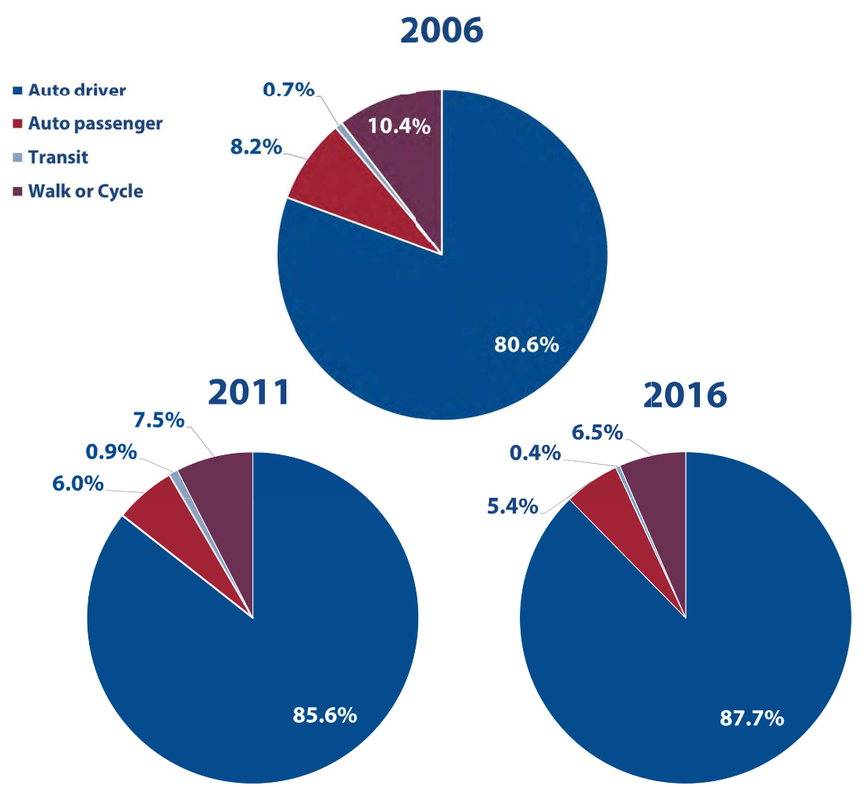



Source: Census of Population (2016)

## How do Residents Travel To Work?

- **93%** of journeys to work are made in a **private vehicle** (as driver or passenger), a growing trend since 2006.
- **Active transportation** (walking and cycling) mode share has decreased from **10.4%** in 2006 to **6.5%** in 2016
- **10.7%** of urban area journeys to work are **made on foot**

### Commute Mode Share




Source: Census of Population (2006 & 2016), NHS Profile (2011)

# Meaford Has Diverse Needs

## Urban and Rural Contexts

**55%** of residents live in Meaford's **rural areas and hamlets**. Rural residents and businesses face different transportation needs.

- Rural businesses and residents rely on the transportation network to move goods and equipment, face longer travel distances and a mix of paved and unpaved roads.
- Urban businesses and residents face increased traffic volumes and parking demand, different safety and operational issues and rely on active transportation more.

## Aging Population

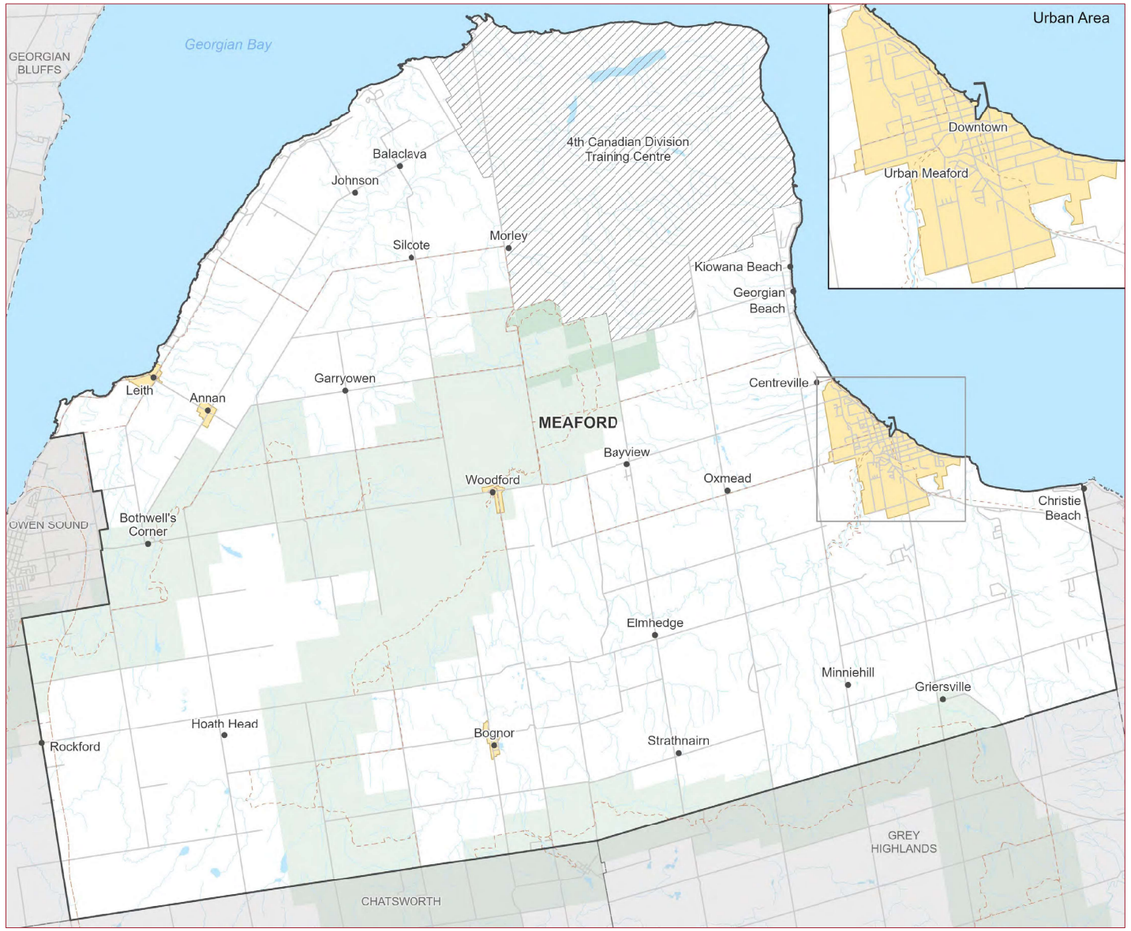
Meaford's **median age of 53 years** old in 2016 increased from 47 in 2006. The share of residents **60 years or older** grew **from 27% to 37%** between 2006 and 2016.

- People are increasingly active in retirement and are making more trips for social, recreation and economic purposes.
- The share of young people (under 30) has declined from 31% to 26% between 2006 and 2016. Younger people are more likely to prefer active transportation and transit options.

## Seasonal Population and Tourism

**14% of dwelling units** are not occupied by a permanent resident, illustrating Meaford's **seasonal population**.

- The transportation system needs to be able to handle increased demand during peak cottage and tourism seasons.




**Help Shape the TMP!**

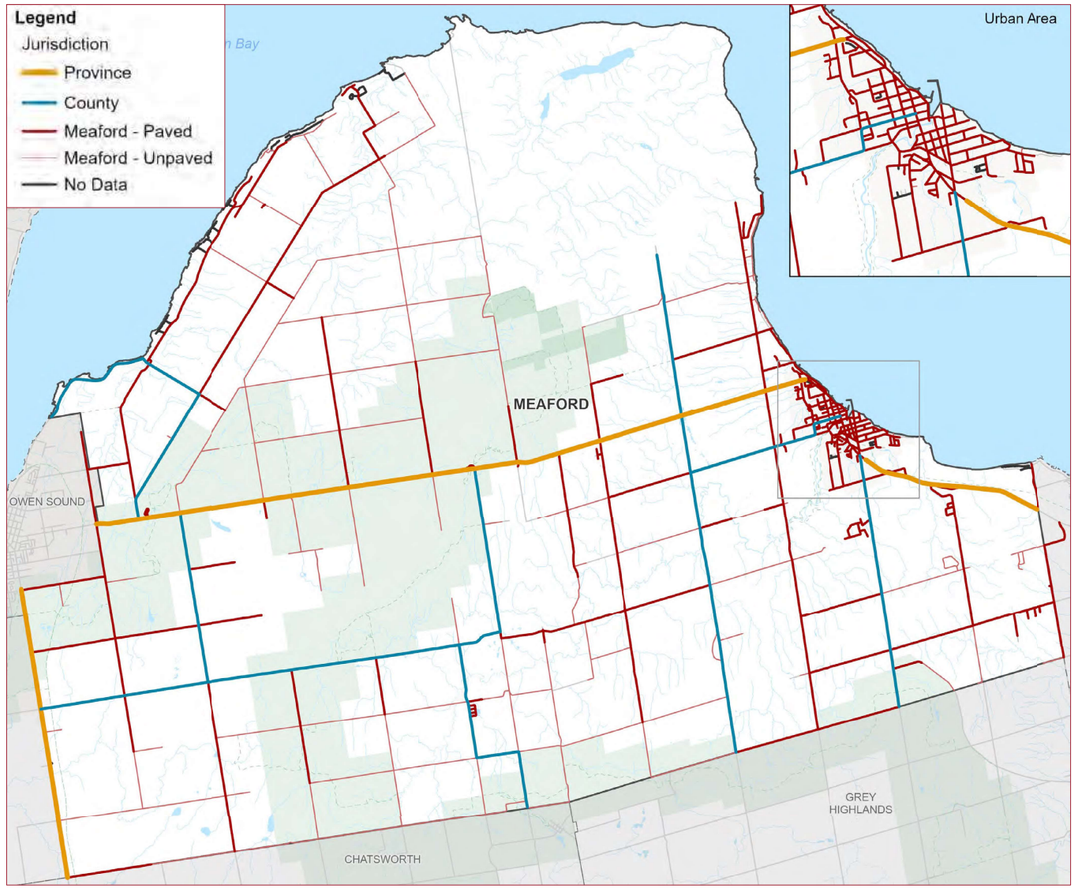
How can the transportation system better meet your needs? Take the survey at **Meaford.ca/TMP**

# Road Network

**Municipal roads** provide local connections to individual properties (shown in red).

**County roads** form the arterial road network and provide key connections into the rest of Grey County (shown in blue).

Two **provincial highways** provide the main regional connections to neighbouring municipalities – Highway 26 and Highway 6 & 10 (shown in orange).








The TMP **focuses on municipal infrastructure**, but can influence policy and infrastructure decisions at higher levels.

How can the road network better **meet the needs of the agricultural industry**?

How can rural roads better accommodate **walking and cycling**?

**Help Shape the TMP!**

Take the survey at **Meaford.ca/TMP**

# Maintenance and Rehabilitation

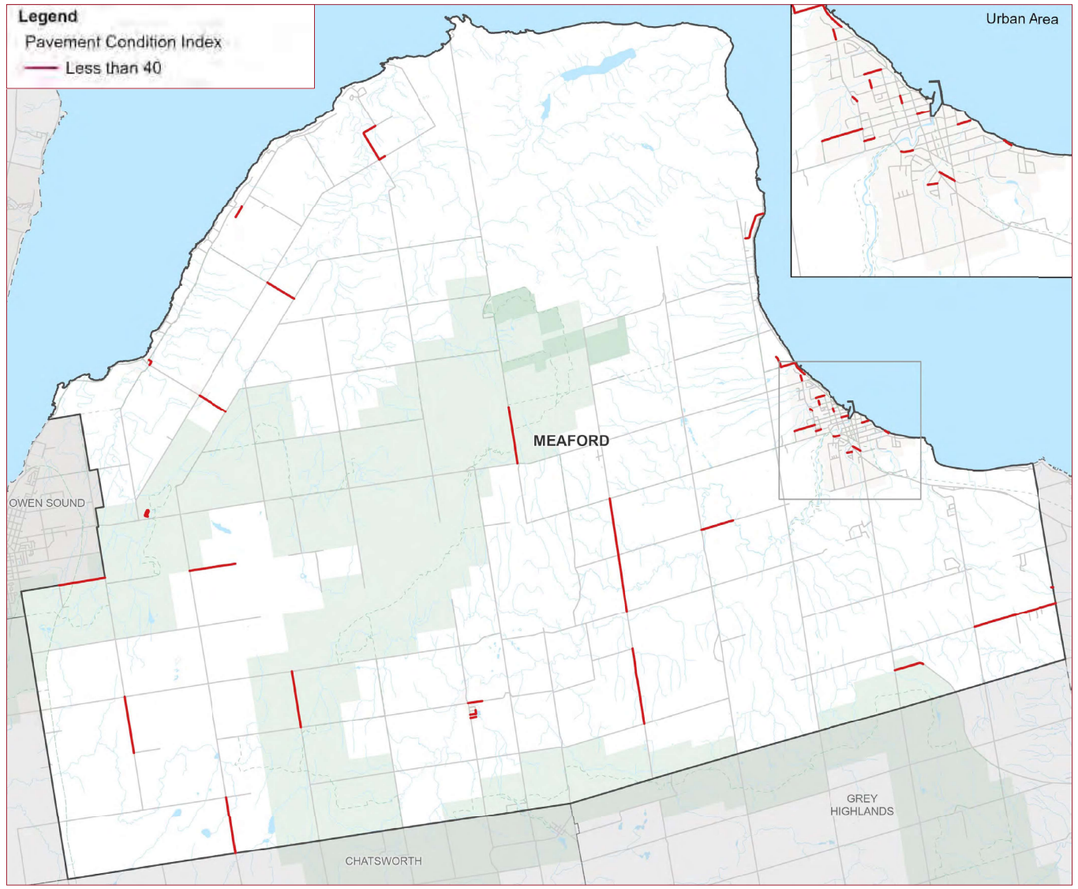
Meaford has a number of roads in poor condition and bridges that require rehabilitation or replacement.

Meaford's road network is comprised of **210 km of paved roads.**

Meaford's road network is comprised of **187 km of unpaved roads.**

Some bridges are reaching the **end of their lifespan** and will require rehabilitation or replacement to avoid closure.

Council has indicated that all bridges will remain open, however funding is an ongoing challenge.









Road conditions are reflected in the **pavement condition index** (PCI) measure.

A PCI score **below 40** is considered "very poor" or "serious" meaning these roads are the most in need of being repaired.

What roads do you think Meaford **should prioritize for rehabilitation or upgrading**?

**Help Shape the TMP!**

Provide your comments on road and bridge conditions and maintenance. Take the survey at **Meaford.ca/TMP**

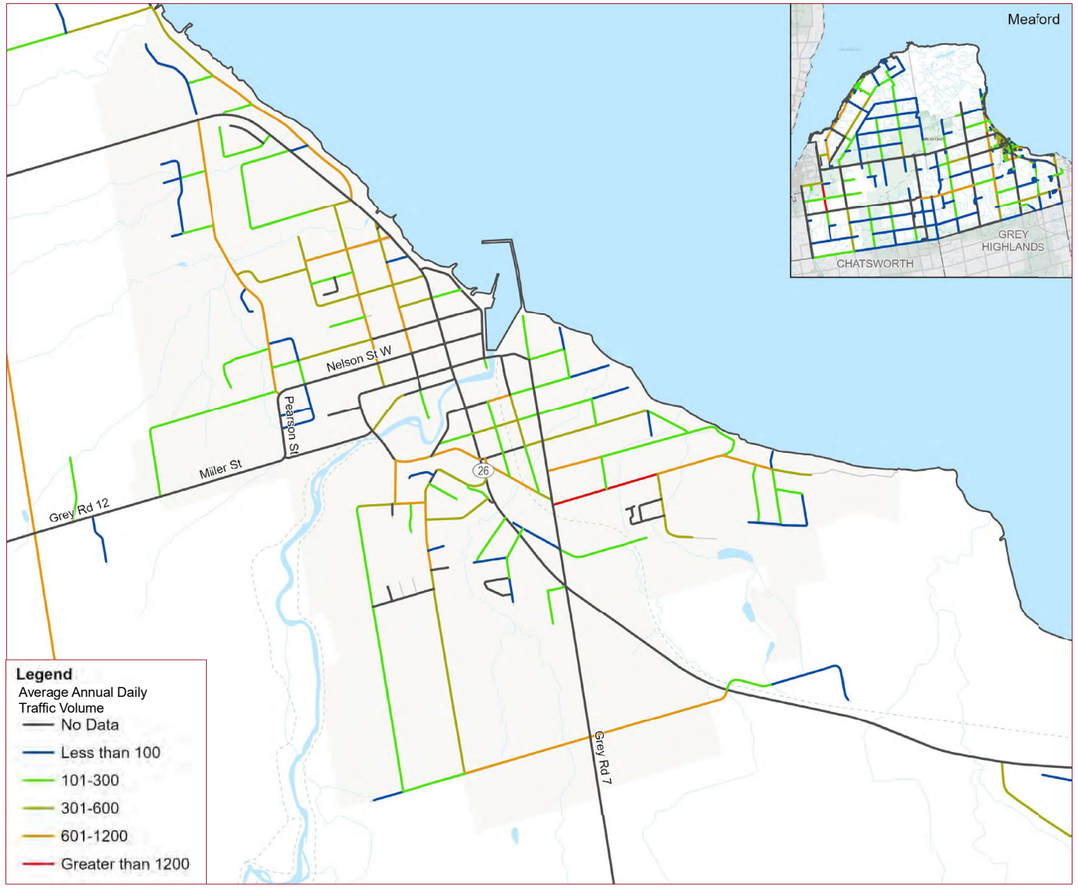
# Traffic

**Highway 26** is the busiest street in the Municipality – catering to long-distance regional travel and forms the urban area's traditional main street.

Most roadways in the municipality have **fewer than 600 vehicles per day** (well below capacity).

Localized **traffic congestion** or **operational issues** persist, typically at intersections in the urban core.

Existing infrastructure needs to be optimized, including determining if **one-way streets** may be better in certain locations.









Intersections like **Sykes St and Ford Ave** present safety issues due to irregular alignment and poor sightlines.

Certain streets in the urban area have been identified as having **speeding issues**. Where should traffic calming measures be prioritized?

**Parking demand** is increasing in the urban core. Do you have trouble finding parking near your favorite destinations?

Does the **accessible parking** supply meet your needs?

**Help Shape the TMP!**

Take the survey at **Meaford.ca/TMP**

# Sustainable Transportation

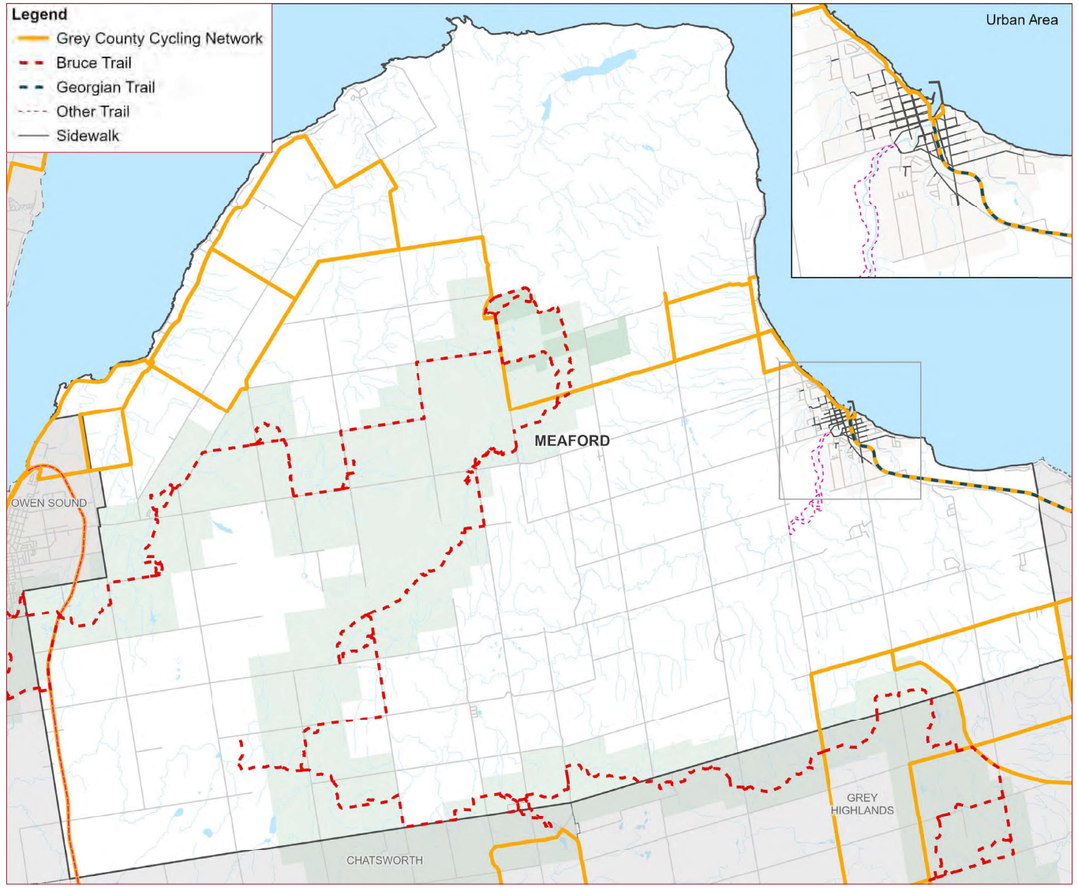
There are **gaps in the sidewalk network** and roads without sidewalks in urban Meaford.

Several important **recreational trails** are located within Meaford including the Bruce Trail, the Georgian Trail and the Tom Thomson Trail.

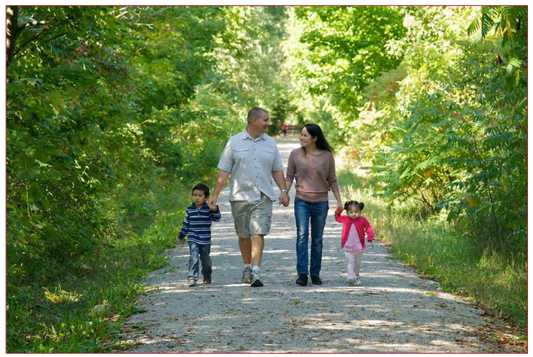
The **Draft Grey County Cycling and Trails Master Plan** recommends new paved shoulders and signed cycling routes through Meaford.

Meaford needs to support regional **transit and paratransit** service.

**New technologies** such as ride-sharing apps, and in the future, self-driving cars are changing the way people travel.





Current policy requires sidewalks on only one side of most urban streets – **should sidewalks be provided on both sides**?

Where should **sidewalk gaps** be prioritized? Where are **new sidewalks** needed?

What actions could support and **encourage more cycling** in Meaford?

**Help Shape the TMP!**

Take the survey at **Meaford.ca/TMP**

# Draft Vision, Goals and Directions

## Draft Vision

The Municipality of Meaford strives to provide a sustainable and economical multi-modal transportation system, where people, goods and agricultural equipment are moved efficiently, and people of all ages and abilities can travel safely by vehicle, walking and cycling.

## Draft Goals and Directions

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

- Develop a multi-modal transportation network that enables efficient regional travel and sustainable travel choices.
- Enable the efficient movement of goods and agricultural equipment.
- Support economic development and tourism.
- Increase access to opportunity for residents and businesses.

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

- Investigate alternative construction methods for roads and bridges.
- Improve operations and maintenance policies and procedures and consider life-cycle costs in all infrastructure decisions.
- Become more resilient to impacts from climate change.
- Embrace sustainable transportation practices and the emerging shared economy.

Do you agree with the **TMP's draft vision?**

How important are each of these **goals and directions** to you?

**Help Shape the TMP!**

Take the survey at **Meaford.ca/TMP**

# Draft Vision, Goals and Directions

## Draft Vision

The Municipality of Meaford strives to provide a sustainable and economical multi-modal transportation system, where people, goods and agricultural equipment are moved efficiently, and people of all ages and abilities can travel safely by vehicle, walking and cycling.

## Draft Goals and Directions

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

- Improve traffic safety for all road users.
- Enable active transportation as an everyday option for residents of all ages and abilities.
- Enhance connections to recreational trails and facilities.
- Support the regional public transit and specialized transit plans

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

- Reduce the reliance on single-occupancy vehicles.
- Transition to a more integrated multi-modal transportation system.
- Contribute to a reduction in greenhouse gas emissions.
- Protect Meaford's natural and cultural heritage.

Do you agree with the **TMP's draft vision?**

How important are each of these **goals and directions** to you?

**Help Shape the TMP!**

Take the survey at **Meaford.ca/TMP**

# Next Steps

## After this event, we will…

- Review your feedback to understand Meaford's needs and priorities
- Finalize the TMP's vision, objectives and directions based on your input
- Draft the Needs and Opportunities report
- Develop recommendations for infrastructure changes
- Develop supporting strategies and polices
- Present recommendations at second round of consultation (Fall 2020)

## Stay Connected!

Visit **www.meaford.ca/TMP for** updates and to provide your input on the vision, goals and directions of the study, and help us identify the important transportation issues that this study needs to addressed.

## Contact the Project Team:


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## Take the Survey!

Help shape the TMP by taking the public opinion survey. We want your input on the draft vision and goals and want to hear from you about what issues, problems or opportunities the TMP needs to address.

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

# Appendix C – Round #1 Public Opinion Survey

# Meaford Transportation Master Plan Public Opinion Survey

The Municipality of Meaford is developing its first Transportation Master Plan (TMP). The TMP is a long-term, strategic planning document that sets and prioritizes policy direction and infrastructure investment for the Municipality's transportation system. We invite you to complete this survey to provide your input, thoughts and suggestions.

This survey should take fewer than 10 minutes. All questions are optional. Use the Next button to skip to the next questions.

*[next page]*

A vision statement describes the future conditions the TMP is trying to build towards - the broad aspirations of the Municipality. The draft vision statement for the Meaford Transportation Master Plan is:

> The Municipality of Meaford strives to provide a sustainable and economical multi-modal transportation system, where people, goods and agricultural equipment are moved efficiently, and people of all ages and abilities can travel safely by vehicle, walking and cycling.

**1. What do you think about the draft Vision statement?**

- ○ I like it
- ○ It needs some changes
- ○ I don't like it or I don't know

Do you have any comments on the draft Vision?

<long answer text box>

*[next page]*

To help achieve the vision, four draft goals were identified, along with specific directions that help narrow the focus. How important do you think the following goals are?

2. Goal 1: Meaford's transportation system will meet the needs of present and future urban and rural residents and businesses.
   - Develop a multi-modal transportation network that enables efficient regional travel and sustainable travel choices.
   - Enable the efficient movement of goods and agricultural equipment.
   - Support economic development and tourism.

- Increase access to opportunity for residents and businesses.

**How important is Goal 1?**

[Not important] [Somewhat important] [Important] [Very important] [Extremely important]

3. Goal 2: Meaford's transportation system will be delivered and maintained in a fiscally responsible and sustainable manner.
   - Investigate alternative construction methods for roads and bridges.
   - Improve operations and maintenance policies.
   - Become more resilient to impacts from climate change.
   - Embrace sustainable transportation practices and the emerging shared economy.

**How important is Goal 2?**

[Not important] [Somewhat important] [Important] [Very important] [Extremely important]

4. Goal 3: Meaford's transportation system will enhance safety, accessibility, equity and inclusivity to support active, healthy & livable communities.
   - Improve traffic safety for all road users.
   - Enable active transportation as an everyday option for residents of all ages and abilities.
   - Enhance connections to recreational trails and facilities.
   - Support the regional public transit and specialized transit plans.

**How important is Goal 3?**

[Not important] [Somewhat important] [Important] [Very important] [Extremely important]

5. Goal 4: Meaford's transportation system will support environmental sustainability and climate change objectives.
   - Reduce the reliance on single-occupancy vehicles.
   - Transition to a more integrated multi-modal transportation system.
   - Contribute to a reduction in greenhouse gas emissions.
   - Protect Meaford’s natural and cultural heritage.

**How important is Goal 4?**

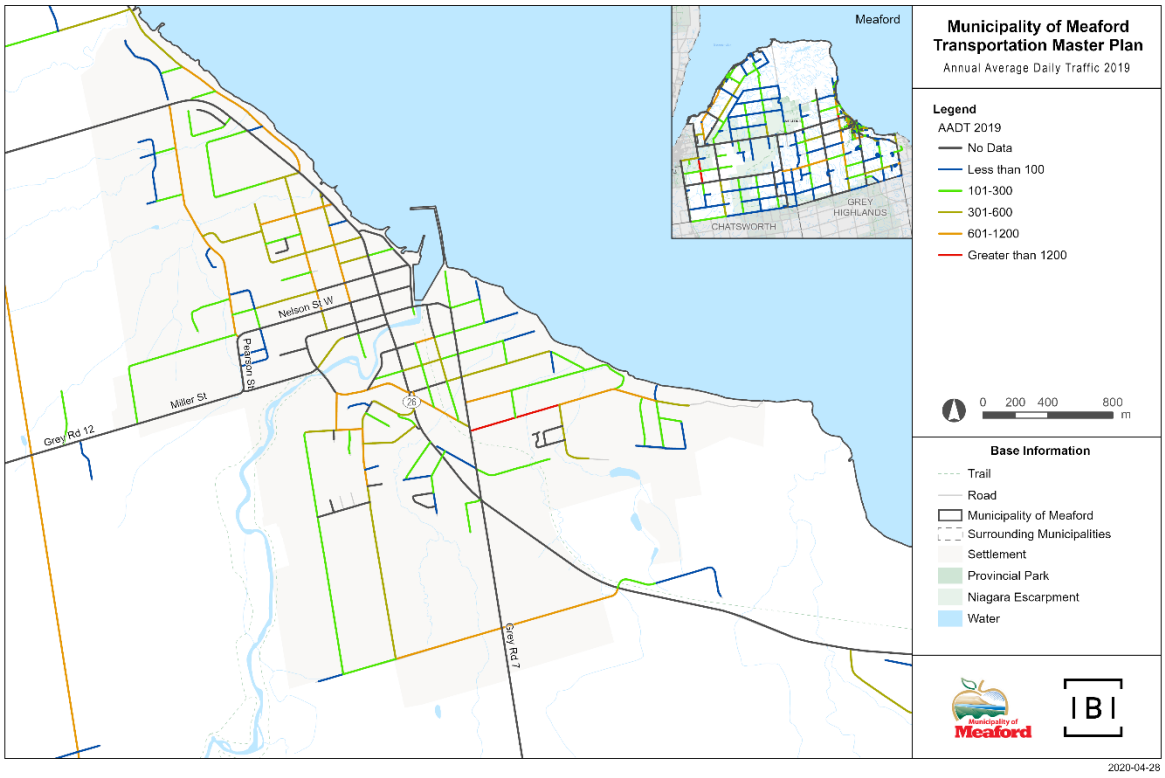
[Not important] [Somewhat important] [Important] [Very important] [Extremely important]

6. Do you have any other comments on the TMP's goals or directions?

<long answer text box>

*[next page]*

When you travel in Meaford, where and when do you experience traffic-related delays? Do you have traffic concerns about specific intersections or locations? The following map shows average daily traffic volumes in Meaford (2019).




**7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues.**

<long answer text box>

**8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement, or traffic calming?**

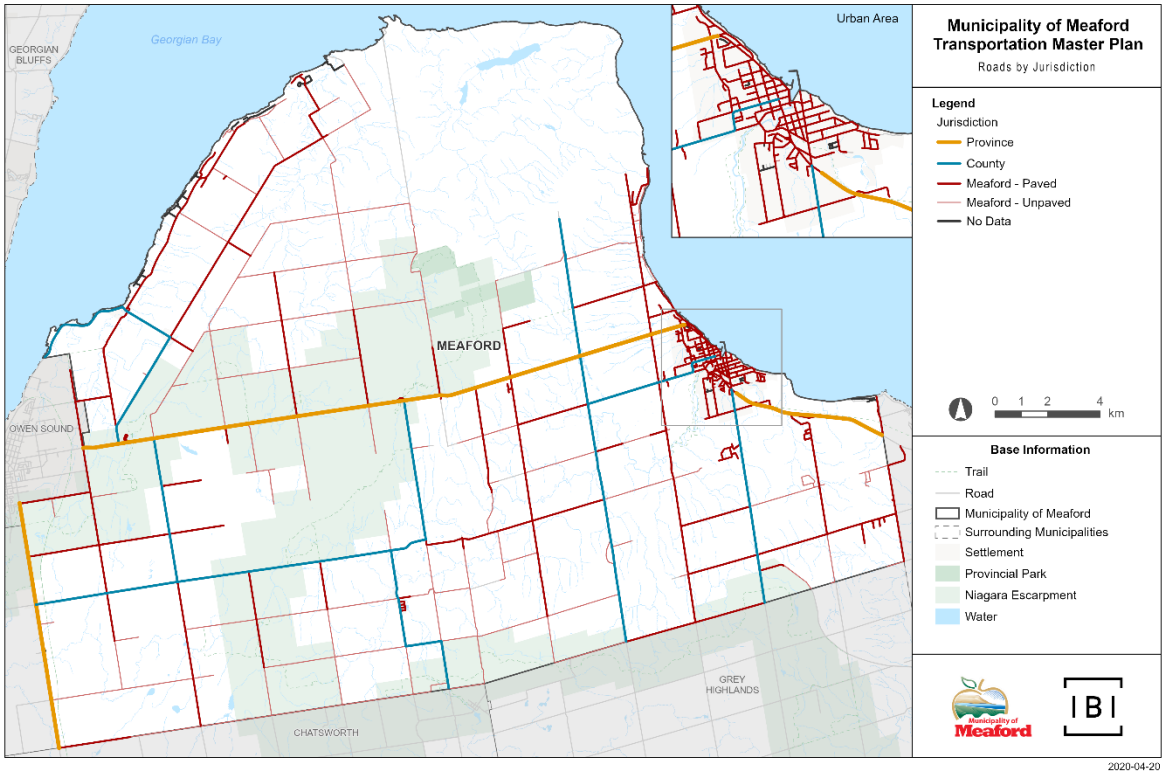
<long answer text box>

**9. Do you have any comments or concerns about parking, including current regulations, supply of parking near your destinations, or suggestions on how parking can be better managed?**

<long answer text box>

*[next page]*

What changes are needed on rural roads? The following map shows rural roads and their connections to Grey County roads and Highway 26.




**10. How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized?**

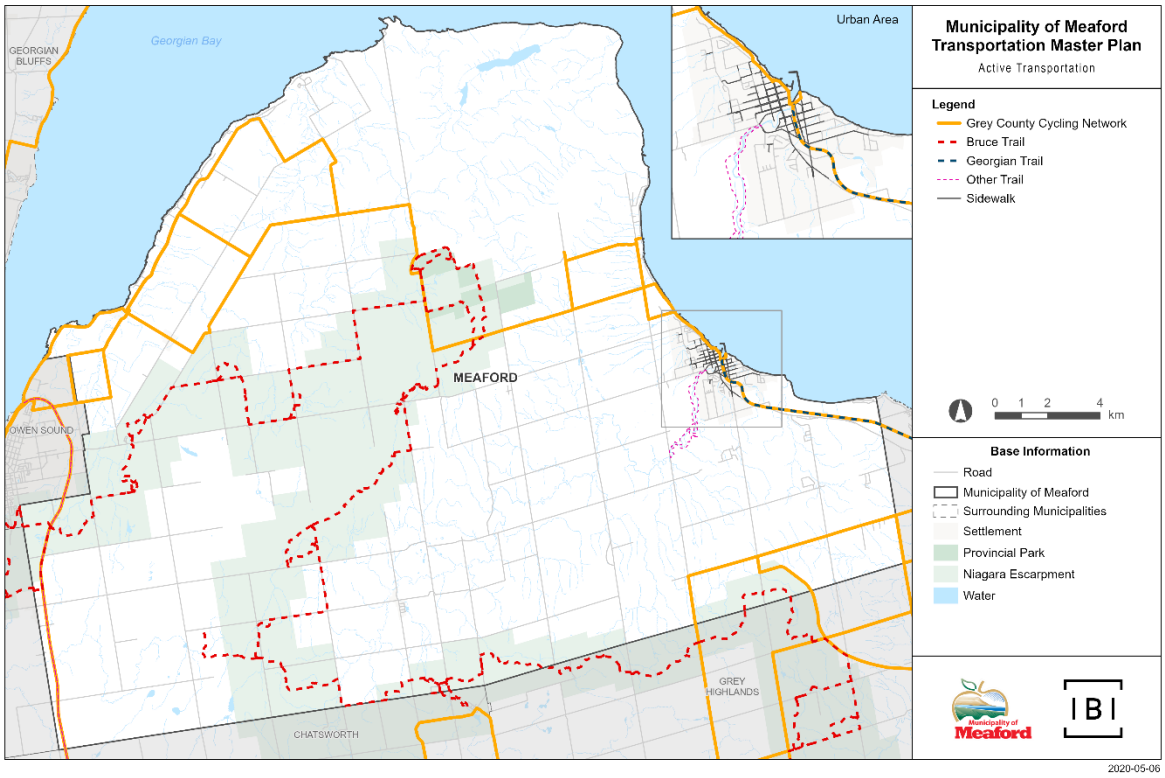
<long answer text box>

**11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.**

<long answer text box>

*[next page]*

What improvements are needed to Meaford's active transportation network (trails and sidewalks). Should bike lanes be considered? The following map shows the on-road cycling routes and walking and cycling trails in Meaford.




**12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths, or other cycling facilities be installed?**

<long answer text box>

**13. Where should new sidewalks be prioritized?**

<long answer text box>

*[next page]*

**14. Do you have any other comments for the Meaford TMP project team?**

<long answer text box>

*[next page]*

The following questions are optional. Click Done to submit the survey.

**15. Which of the following apply to you? (check all that apply)**

- I am a full-time resident of Meaford
- I am a part-time resident of Meaford
- I work in Meaford
- Other (please specify)

  <text box for other>

**16. If you live in Meaford, do you live in the urban area or rural area?**

- ○ Urban area
- ○ Rural area
- ○ Not sure
- ○ Not applicable

**17. What is your age group?**

- ○ Under 25
- ○ 25 to 44
- ○ 45 to 64
- ○ 65 and up
- ○ Prefer not to say

**18. Stay connected! Leave your email to receive updates about the Meaford Transportation Master Plan.**

<text box>

[Done – submit]

# Appendix D – Round #1 Survey Comments

| Q1. Do you have any comments on the draft Vision? |
|---|
| Travel safely by assistance vehicles for people with disabilities needs to be included |
| Cyclists do not belong on the road, they belong on the shoulder only! |
| Include horses. What about ATV and snowmobiles ? Bike lanes are a must for everyone's safety ! |
| It is long on words and short on vision and concrete thoughts. Makes generalized statements and supplies nominal data. What data is supplied is not sourced or verified. |
| Just a clearer definition of what multi-modal means in this situation |
| For the most part it I feel safe walking and driving through town. But Miller st (east of Pearson st) is extremely dangerous. I live on Miller st and people use it as a short cut into town and speed down the hill. I walk to get my mail and I feel unsafe every single time I go to get it. There are kids on this street and it needs to get shut off from cars and traffic coming into town from Pearson st and grey road 12. |
| Miller street is the most dangerous street in all of Meaford... it is dangerous in every season: Spring, summer, fall - fisherfolk, locals, and tourists populate Miller street and use it to park, and drive in and out of town. It is heavily congested going both directions up and down the hill. Winter - snow banks on either side make the road so narrow it is unsafe to drive on the street when a snow plow or any other car is driving towards you in the opposite direction. There is no side walk for residents to safely walk down to get their mail from the mailbox. There are no speed bumps or signs to slow traffic down going up and down the steep hill. The street is only wide enough to a own way and should be completely blocked off at the top of the hill so that only residents can access the road. |
| Does "vehicles" include motorized wheelchairs and scooters. |
| Does the word vehicle include motorized wheelchairs and scooters? |
| does not include people in alternative transportation modes ie scooters |
| A little too wordy and a run on sentence. Consider making it two sentences. |
| Economical implies cost cutting measures. |
| Where will this go to ? This needs to reflect connecting the community and the people to offer them their needs |
| vision is too wordy |
| I appreciate the inclusion of "multimodal" especially as applied towards walking and cycling. |
| Nice to have a statement but you need to follow it. |
| Will provide not strive, very non committal. |
| It is not always economical to provide certain services but necessary just the same. ie: bridges. |
| Include more integration of offroad vehicles |
| Poor timing. Can not afford in conceivable future. |
| Vehicles, walking and cycling is redundant and unnecessary... |

| Q1. Do you have any comments on the draft Vision? |
|---|
| I would like to see picture plans so that i can generate more input based on what is being said and shown. Thanks |
| No |
| Wish it was true. |
| Isn't agricultural equipment a type of vehicle |
| Does this include recreational vehicles like snowmobile and ATV? |
| The list to ensure safe travel by "vehicle, walking and cycling is too restrictive. |
| The list of ensuring safe travel by "vehicle, walking and cycling" is too restrictive. |
| It will be challenging to meet |
| It is too restrictive by only listing safe travels for "vehicles, walking and cycling" |
| anything that repeatedly uses sustainability and climate change justifications is nothing but propaganda |
| Too long and wordy |
| The comma before where is not necessary, it creates a comma splice in the sentence. :) as well, after efficiently, the comma should be removed and the word 'so' should replace 'and' to make the sentence flow more smoothly. |
| It's like you're saying you are in favor of Mom and apple pie. |
| Great idea and well thought out on the whole, and considering most of the population's needs. |
| Wow run on sentence? Maybe change efficiently to effectively? |
| Not all roadways need to be safe for walking and cycling. |
| Not to worried about cyclists. There is the ENTIRE Georgian trail available to them. Let's not bend to far over for the GTA road warriors that get in everyone's way. Adding any sort of cycling lanes is just going to allow more disrespect to our locals who try to do their daily work while dodging those cowboys. |
| Very broad vision |
| Needs to include an affordability clause |
| Not realistic of rural Meaford , roads aren't safe |
| Maybe you can consider making the 10th Concession S between Grey rd 18 and Sunny Valley Rd part of your plan. I've lived on this road for 10 tax paying years and the potholes are terrible. The township fill holes with cold patch in November and I have to rake it out of my ditch in the spring... it's absolutely third world. |
| How about some specifics |
| No reference to public transport. |
| It can't be sustainable or environmentally sound and definitely is not safe to spray all roadways and bike trails with roundup multiple times a season. Outdated and harmful |

| Q1. Do you have any comments on the draft Vision? |
|---|
| practice that limits many people's ability to travel during your chemical bombing of our beautiful areas.. |
| It should include the aspect of linking communities together. |
| Cycling Lanes to and from designated bike paths |
| We can't afford it |
| I like it. I am wavering whether accessible modes of transport needs to be included but I think it is covered in all abilities. |
| A little wordy for a vision statement |
| Needs to include a "while preserving our native flora and fauna" line. |
| Please change last part of statement to....and people of all ages and abilities can travel safely by walking, cycling and vehicle. It better reflects the priority of safety for people on our roads and streets. |
| Saying the TPM is trying to build towards the broad aspirations of the Municipality tells me that this is a long distance away from implementation. In some Meaford streets any delays can mean the difference between life and death. Pearson Street in Meaford has had speeding drivers for all of the 16 years we have lived on it. One example is a winter driver that struck a mature doe that landed on our lawn in the snow. This left the animal seriously wounded and struggling to stand. The doe managed to drag itself in a trail of blood across the road and had to be shot by police. The driver failed to stop. It is impossible to believe that this driver was unaware of running down this animal. I have been walking back home along Pearson street and have had to jump into the ditch to avoid being struck by a car in broad daylight. Put together your TPM but act now control the dangerous conditions that are evident. The life you save may be your own. |
| Saying the TPM is trying to build towards the broad aspirations of the Municipality tells me that this is a long distance away from implementation. In some Meaford streets any delays can mean the difference between life and death. Pearson Street in Meaford has had speeding drivers for all of the 16 years we have lived on it. One example is a winter driver that struck a mature doe that landed on our lawn in the snow. This left the animal seriously wounded and struggling to stand up.The doe managed to drag itself in a trail of blood across the road and had to be shot by police. The driver failed to stop. It is impossible to believe that this driver was unaware of running down this animal. I have been walking back home along Pearson street and have had to jump into the ditch to avoid being struck by a car in broad daylight. Put together your TPM but act now control the dangerous conditions that are evident. The life you save may be your own. |
| It's not possible for people of all ages & abilities to walk and cycle- so this statement does not make sense as it is written. |
| Have outcome rather than system as the subject , eg, "people, cars, commercial and agricultural vehicles can move safely and efficiently where they want, how they want, when they want." |
| Needs to reference " quality " of the roads in the system. |

| Q6. Do you have any other comments on the TMP's goals or directions? |
|---|
| We need to maintain what we have before coming up with ideas for changes. Residents of Main Street apartments should be parking in municipal parking spots. Not on the Main Street |
| Yes, to have a plan and schedule in place to repair and maintain existing roads. The quality of roads in this town deplorable! |
| Active transportation and alternatives to a sole focus on automobiles should be a priority. Things like bike lanes on highways, trails and connectivity will also help with economic development. |
| If your plan involves integrating more cyclists with car traffic, please stop now! Cyclists are a major hazard on our rural roads. They only belong on the shoulders of roads, NOT on the road. They cannot keep up with the flow of traffic, rarely obey traffic laws and many of these groups that ride together have an entitled attitude towards auto traffic, often riding two and three abreast. They have and do pose a very real threat to everyone's safety on our roads. Would you put roller skates on and roll through a mine field? Not much difference here. One solution...license bicycles and the riders and use that money to build bicycle infrastructure. Another, enforce current laws with cyclists. They are bound by the same laws that car traffic is. We have the Georgian Trail now for that purpose but we still see lots of cyclists on the Highway, which runs parallel to that Highway. Doesn't make much sense... Don't force these untenable situations on the rest of us. |
| Bike lanes or paved shoulders are a must. Roads exposed to shoreline erosion must be protected. |
| Don’t forget about rural Meaford our roads are terrible |
| I would like to see Miller Street turned into 2 dead ends much like Trowbridge. The road is extremely unsafe at the corner of Pearson and down the hill. Many young families live in this area and it is too dangerous for our children to be out front, as people use the road as a bypass around the town and do not obey the posted speed limits. |
| Nothing here about supporting healthy lifestyle options for all residents. People here are obese and use their cars WAY to much. Transportation is about moving, get them moving should be a goal. |
| I feel Miller Street is very dangerous as it is. I feel one way traffic would make this a much safer road for cars, bikes, and pedestrians |
| If protect Meaford’s natural and cultural heritage would have been by itself it would have got a lot higher grade but since it was grouped in with the others it went down |
| Roads are meant for cars, trucks and agriculture. Trails are built for recreational and bikes. |
| Miller st (east of Pearson st) is extremely dangerous. I live on Miller st and people use it as a short cut into town and speed down the hill. I walk to get my mail and I feel unsafe every single time I go to get it. There are kids on this street and it needs to get shut off from cars and traffic coming into town from Pearson st and grey road 12. The street needs to be turned into a one way, a dead end, or sidewalks need to be put in. |

| Q6. Do you have any other comments on the TMP's goals or directions? |
|---|
| Block miller street off at the top of the hill so that people cannot use that dangerous road to whip in and out of town. The road is not wide enough or visible enough to be used in such a manner. A bike lane should be put in place instead and make Miller street a one way or for street residents only. |
| Miller Street has been brought up to council for many years and in 2019 as well. We have not heard any updates on what Meaford plans to do and what the solution is. Let us know before it's too late. |
| Please pave 16th side road between 11th and 12th line. It's hazardous especially when wet. Constant potholes proving wear and tear on our vehicles. It's a small piece of road that is heavily travelled by our community and farm equipment. |
| Not sure how you will reduce reliance on single-occupancy vehicles. |
| When you are a widow or widower you will mostly be by yourself in your car |
| Enforce cleanliness to the upkeep of our transit routes. Anti-littering signs with fines posted |
| Pave some side roads to make road cycling easier to complete in loops to enhance physical activity and tourism |
| Rural residents pay taxes too. The focus needs to include roads outside of the town of Meaford. I am disgusted at how you continue to raise taxes and invest in infrastructure in town only and have no regard for rural residents. My road is a mess, my car is damaged and I have missed work because I am a low priority |
| I don't feel these questions are relative to what issues are. |
| The majority of resident travel to Owen sound and collingwood, but everything I have read has focused within Meaford. If it is only focused on Meaford, the whole project is a waste of time and tax dollars |
| I like this plan. I've moved here from Oakville not realizing that the only public transportatiin has been shut down. I will get a vehicle shortly but it would be nice to have options. Also, it is important to think of next steps because with there being no public transit options I think it would have been wise to temporarily expand the accessibility transport temporarily. Currently, I have no means to get anywhere out of town and I walk to Valumart which is an hours walk with my toddler. Maybe people who've lived here for years have built up relationships and can ask a neighbour for help but newcomers in my situation struggle. |
| More sidewalks and bike lanes. More speedbumps or road planters that narrow the driving space ----> slow people down. A lot of people driving too fast, and not just "city people" as the local would have you believe. |
| Your survey is too broad. The subset of each goal coulb be a survey question itself. For I where Ilive please repave the 4th concession {Frog"s Hollow} from TBM/Meaford line to 3rd line. Pot holes are wheel and tire damaging. |
| None at this time |
| At what point is the extension of Lakeshore Road going to be repaired the shoreline erosion could result in the loss of the road if we get a few more big storms. A plan was submitted but in the fall but nothing has come of it |

| Q6. Do you have any other comments on the TMP's goals or directions? |
|---|
| The system needs to encompass surrounding employment areas. Collingwood, Owen Sound, Markdale. And be affordable to ALL classes of residents |
| These draft goals seem well principled, inclusive, and applicable in scope towards future development with sustainable foci. |
| We are not Blue Mountains thus we do not need the big libraries and buildings. Maintain our roads and promote business and the people will come. |
| I would love to see a Plan to include bike lanes on the main roads if feasible as one the goals. |
| Of course all the above are very important. What's your point? |
| Transportation is not a priority right now. There are other issues that need our attention. |
| There needs to be be a larger emphasis on urban and inter-urban transit options. The “family farm” will be non-existent as a large entity in the next 20 years |
| I feel like targeting single occupant transport is not a nessecary. As it would also reduce e bike and motorcycle fairness of road usage, however with in town transit it would help in town workers and habitants to go to and from, but i cannot see people whom own a vehicle opting for public transit. And those who dont often dont mind walking which does reduce emissions itself. If the proposed transit is diesel with no DEF it wouldnt put half as much c02 emissions into the air as a gas engine or engine with DEF installed. so it could will still be reducing its own emissions substantially, however with the few people that i can see that would use the transit, it would be hard to keep costs down, and raising the already high taxes dont really help, its just moving money, so the value of such transit maybe to or from different towns would be more beneficial for everyone in the long run. As i do see taxis vacant quite frequently, so i do not see a need for public transit within meaford at this time. However when meafords population boasts that of collingwood, it would then be a good time to implement public transit but for now i dont see a need for it. |
| Transportation should move towards ev vehicles. |
| No |
| I want to emphasize the importance of making transportation important for pedestrians and cyclists as well as vehicles. |
| Goal number 1 is too comprehensive and there are likely competing interests that will make it difficult to achieve. It has combined past and future interests, rural and urban interests, and residential and commercial interests into one large goal. |
| Goal number 1 is too comprehensive and there are likely competing interests. You have combined planning for present and future interests, rural and urban interests, and residential and commercial interests into one large goal. |
| Be real. Cars are a must to live and enjoy the region. Distances are too large between towns, between homes and shops, and hills are too high to allow general population to cycle. I can't carry my 88 year old neighbour to the grocery store on the handlebars of a bicycle. |

| Q6. Do you have any other comments on the TMP's goals or directions? |
|---|
| Goal number 1 is too comprehensive and there will likely be competing interests in trying to achieve this goal. It has combined rural and urban interests, as well as residents and businesses. |
| the Chinese virus has changed everything re: single occupancy |
| How do you serve rural residence? |
| Safety of pedestrians is important as we all age. |
| The first goal is too vague, can't understand how you can enable more efficient movement or what that even means. |
| Will concession 10 be included? |
| Enhance the atv trail network to allow greater tourism |
| Pave the shoulders of the road. That's where the cyclists should be. The Toronto idiots take up the whole road don't ride single file. Get on a regular schedule to plow the roads in the winter time. Don't hide the trucks behind the township buildings we see that. Use them or sell them. |
| We need to amp up affordability. Meaford taxes are higher than our old house in Stouffville, for a lesser property value. |
| By fixing the 10th Conc S between Grey rd 18 and Sunny Valley rd you will "meet the needs of ... rural residents" (goal 1) to "enhance safety, accessibility, equity and inclusivity" of the residents of this road who travel it regularly. In addition, this will help "to support active, healthy and livable" (goal 3) lifestyles of the residents who walk, run, and bike on this perilous road. By fixing this section of well used road (check your road counters that were put on the road last fall), you will "support environmental sustainability and climate change objectives" (goal 4) because you will not be wasting resources like cold patch fill, idling work trucks, loaders etc. and can redirect township work to other priorities. |
| Bring back some industry rather then making this town a retirement community. And quit wasting tax money on that library! |
| Stop spraying roundup and all other chemicals on the trailways and roadways! Show you truly care.. |
| It is very important to link our community to others. Meaford requires services of other communities and staff resources that often need to rely on accommodation outside of Meaford. |
| I think with the demographics of the community changing ie: elderly and retired people moving into the community accessibility needs to be enhanced to meet the needs of this population |
| Focus on what needs repaired now. |
| Great goals. |
| Pave gravel roadways. |
| Is there a way that the MTP can be explicitly linked to the overarching development plan for Meaford ... e.g. supporting healthy lifestyle choices of Meaford residents. |

| Q6. Do you have any other comments on the TMP's goals or directions? |
|---|
| Make goal #1 getting our streets safer to walk, bike, play and live on. This is not Rocket science it is a matter of having the will to enforce the laws that are clearly displayed. |
| We believe that emphasis on safe walking options should be a serious consideration, especially with respect to Goals 3 and 4 |

| Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues. |
|---|
| Main Street, especially bridge crossing infront of the old grocery store. |
| I have only had delays when there is construction. This is expected and not a problem. |
| Miller Street hill and the curve above beautiful Joe on the way to Sykes is very pot holy |
| Princess street in Leith is a shoddy disaster. Side road 23 a disaster from Bayshore to Lakeview. Thom Thompson lane at conc A a disaster waiting to happen. Side road 33 recent 'fresh gravel' a disaster. Former Sydenham obviously not a priority |
| No traffic concerns |
| Downtown. Grey rd 7 and 26 |
| Blind spot on Hwy 7 at Griersville. Speeds are too high for houses being so close to roads. |
| At 26 and 7 but it isn't bad sometimes it backs up |
| Cyclists and Cycling Clubs are a hazard on our rural roads. Grey Road 7 is of particular concern. |
| The greatest thing you could do is make hwy 26 and st Vincent intersection into a roundabout. There is enough space and it is a 5 direction intersection. The light is absolutely ridiculous! Only green in one direction for north m, south or southwest. This must be turned into a roundabout!!!!!! |
| Skyes street bridge |
| I live at the top of Miller Street. The amount of traffic that use this road is a lot. Most I believe use this road to bypass going through downtown. As a result the speed being traveled up and down the road exceeds the limit posted and a result the family's with small children that live on the top of Miller cannot be out in there front yards of there properties and cannot walk up or down the hill. The stop sign at the top of Miller also gets blown through a lot. I think this road should be a closed road from the top of hill and the bottom. The hill also gets extremely icy and slippery in the winter months. |
| Bayshore road Leith barely two cars wide and extremely torn up |
| Sometimes when it's busier then usual we get traffic downtown between the lights but it's not a long wait... |
| As stated previously, from the corner of Miller street and Pearson to the corner of miller st and edwin/trowbridge is very dangerous. This road is used as a bypass around town, ignore posted speed limits and do not stop at the stop sign at the top of the hill. |
| Aiken Street beside High School, people park and road so rough, just a disaster. |

| Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues. |
|---|
| Very few during the week. On weekends in winter and particularly summer Sykes Street gets very busy. I avoid it. |
| This map is useless, there are no street names and it only deals with the original town of Meaford. Turning on Collingwood Street and Sykes as well as Boucher and Sykes is dangerous in town. |
| None |
| No |
| Miller Street, as explained is blind for driveways and the hill is dangerous. I have had cars and truck come up the hill as a fast speed and nearly always in the middle of the lanes. |
| Grey 7, bikes |
| Miller st (east of Pearson st) is extremely dangerous. I live on Miller st and people use it as a short cut into town and speed down the hill. I walk to get my mail and I feel unsafe every single time I go to get it. There are kids on this street and it needs to get shut off from cars and traffic coming into town from Pearson st and grey road 12. The street needs to be turned into a one way, a dead end, or sidewalks need to be put in. |
| Miller street and Pearson street |
| Miller Street (too bad there is no data) as this is a highly busy in and out of town road. We've asked for a traffic counter, signs, a one way or a road closure altogether. |
| Sykes st though the downtown - need turn lanes at traffic lights- get stuck behind turning cars/ trucks and the hill on miller st needs to be wided get hairy in winter with the snow and people passing each other |
| Entering onto Sykes (highway 26) from Albery Court. Vehicles coming around the bend from the west on Highway 26 often do not adhere to the posted speed limit of 50. Timing can be tricky especially when traffic is coming from both directions. Also, there needs to be a left turn lane for vehicles turning left from Sykes onto Albery Court. As it now stands, when there are vehicles coming from the opposite direction and one has to wait vehicles behind the one turning left are not waiting. They often swing off the road and proceed to pass on the right side. I always indicate my intention to turn left well beforehand but sometimes those behind me are not slowing down til the last minute. I am afraid I am going to be rear ended, especially in the winter when the road can be slippery. |
| the corner of hwy 26 and Irish Block Road desperately needs a light standard like all the other intersections have on this highway. |
| Very hard to turn onto highway 26 from the 7th line (Earth Power). |
| Rarely if ever go into the town of Meaford. |
| The stoplights in town could use advances. |
| There are absolutely no traffic issues in Meaford. |
| None, I have lived throughout ontario and Meaford does not have traffic issues |

| **Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues.** |
|---|
| At the lights on the corner of HWY 26 and Grey Rd 7, if you are on a motorcycle coming South to North the light does not change. Not heavy enough? Makes it dangerous as you have to turn right and then U-turn back onto HWY 26 if turning left. |
| Poor sight line on trowbridge street bridge |
| On Hwy 26 during the summer months, especially before Trowbridge through to Helen. |
| I walk a lot and I can say for starters that no one comes to a complete stop at stop signs. Secondly, highway twenty six that goes to the Tim Hortons and Beer Store area is pretty wild. Traffic goes a lot faster than it should and getting from one side of the street to the other is a long wait. When walking I wouldnt need to cross the road in that area if there were sidewalks on the Tim Hortons side. |
| There are no driving traffic related issues. You can get through town in like 6 minutes even at the busiest of times. But, while walking and biking, (I cross from Algonquin to ridge) people are usually driving about 70km/h coming into and leaving town, this road is still a 50km/h zone. Additionally, people drive to fast on grandview because the road is wide. Speedbumps. More speedbumps or road planters along the road between MacCarrol Park and the water. People drive really fast through there and are often looking out at the water while they drive. There are a lot of kids around this area in the summer. |
| No issues |
| Leith |
| SYKES AND Nelson / Sykes and Trowbridge. Left turns off Sykes backs up traffic |
| His a safety issue, a stop sign should be placed at the end of Centerville Road East. At this time it is unclear who has the right of way at that intersection of Centerville and Lakeshore. |
| Balaclava to previous Johnson Harbour Drive. Put up sign indicating no winter maintenance on one road and absolutely no maintenance for 2 years. Large potholes that dangerous for vehicles. |
| Hopefully the new school will have better pick up and drop off areas that are safer for students. Both SVE and the High School currently seem unsafe. |
| The traffic light cycle seems quite short for vehicles turning onto Sykes street from both Nelson and Trowbridge. |
| No traffic issues but some of our roads are in dire need up upkeep. |
| I rarely travel within Meaford town as I live out in the Municipality. |
| Only during construction and busy summer months at Sykes and Trowbridge. |
| Gray St behind Time Hortons, this road has been one of Meaford a worst roads for as long as I can remember, it may not be a high traffic area but there is enough people that travel down it that it should be fixed, it is bad enough to damage the suspension in a vehicle |
| Down town. By the harbour - driving slowly by the ships and people fishing. Sometimes the lights at 26/st Vincent are slow. I am VERY concerned about the new school and young children walking and teenagers driving!!! |

| **Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues.** |
|---|
| I live in Bognor rarely do I go into meaford if I do it is passing through. |
| Grey road 7 and hwy 26. School zone. Needs major improvement to handle volume. Turning lanes, widened to allow traffic to flow. Access for walkers and cyclists to safely move during busy times |
| Main street is a main artery in the town and when it is shut down for parades and other events it is very difficult to get around the other road ways as they are not built for the traffic that they bring. |
| Aiken Street - Memorial Park, Dog Park and Water Treatment traffic - very busy and traffic rules (stop signs) continually disobeyed |
| Sykes street and Edwin street intersection |
| None. Try Toronto if you feel there are problems here. |
| No where. Get real...this is not a city. 3 motorized scooters did hold me up one day on St. Vincent. |
| St. Vincent and Hwy26 |
| Longest light ever at St Vincent and Sykes...annoying. |
| ive experienced a lot of suspension wear and tear due to the severely uneven pavement along trowbridge and the road leading around the river, i find most traffic to be main street, trying to find parking for residents living on main is also an issue |
| Miller street Hill is absolutely unsafe - for pedestrians, families living on/below the hill, and other vehicle users too. |
| Coming out to highway from Jame crt |
| I have no concerns getting around the municipality of Meaford. |
| On summer weekends, it can be difficult to get to Hwy 26 from a side street without a stop light. |
| Downtown only. |
| On St. Vincent at Sykes. The traffic light is too long for Sykes and too short for St. Vincent. Causes traffic tie ups down to the high school. |
| Only minor delays turning Left on hwy26 from Edwin/Paul st |
| Edwin and Sykes |
| Aiken Street is very much a concern. Ii leads to Memorial park for tourism and our present school. The pot holes are becoming very dangerous. No where to go when parked cars on the street. Really needs to be cared for. |

| **Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues.** |
|---|
| At the stop lights at the BMO and the Meaford Hall, both trucks and cars are running stop lights either out of distracted driving or impatience. This is most common during the summer months when there is more tourist and weekend or season visitors. I have seen transport and dump trucks run lights as well. I think this is addressed by the safety statement but I do believe the police need to be more visible at these corners and let the offenders know that fines are being levied and action taken. Volume wise, I don't think we have too much of a problem yet. |
| - Dangerous walking/cycling in many areas due to narrow roads with adjacent ditches and no sidewalks - Lorne St hill is particularly dangerous. - difficulty turning left onto trowbridge from street along water (Bay?) (Poor sight lines due to bridge and not a 3-way stop) |
| Sykes st and st Vincent. St Vincent st and Atkin. |
| insafe entrance/exit at Bill's Valumart, etc., on Hwy 26 south of Meaford. needs traffic lights & sidewalks to get to stores! also a pedestrian crossing inside the parking lot would be good, because the lot is IN FRONT OF all entrances (people & vehicles share pavement without any rules, instructions, or order) |
| It would be wonderful to have a sidewalk on Miller between the bridge and Pearson. |
| Should have a 4 way stop at the intersection behind pet convenience and dairy queen. Often cars parked and cant see traffic coming off the highway. Also this map may not be 100% accurate as this study started and took place durring the bridge construction so lots of people were taking alternative roads |
| The condition of the street by the old libarary . Like a roll a coaster with bumps |
| Edwin Street three-way stop - completely unnecessary Trowbridge/Bayfield corner |
| Hwy 26 through town in either direction. It is usually because someone is not following the rules: pedestrians crossing where they should not be, cars stopped or parked where they should not be, cyclists not signalling or not stopping for stop signs or lights, drivers rushing to turn right into traffic when it is unsafe to do so, and distracted drivers slowing down for a green light. Farm equipment and trucks also impede traffic due to their speed and size. |
| Hwy 26 through town in either direction. It is usually because someone is not following the rules: pedestrians crossing the road where they should not, cars stopped where they should not be, cyclists not signalling or not stopping for signs or red lights, drivers rushing to turn right onto the highway when it is unsafe to do so, and distracted drivers. Farm equipment and trucks also impede the flow of traffic due to their speed and size. |
| Rarely |
| Traffic lights need to be timed better, especially the four points with the new super school, it will be a nightmare. |
| Never |
| I live and work in the municipality of Meaford, but not the town itself. My problems are generally not due to traffic, but poor road conditions. |
| Yes, when the town had both bridges closed on the same day. |

| **Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues.** |
|---|
| Vehicles parking in no parking close to intersections in the downtown makes for dangerous turning. |
| Downtown |
| Leaving Grandview Dr to access Hwy 26. Curve compromises visibility. |
| At Vincent St. there is a need for a stop sign at the corner of Boucher to help reduce the speed at which cars drive |
| Minor issues to date with respect to high traffic. |
| The 5 way stop light at the corner of Sykes and St Vincent and mckibbon is a poor design. There should be a separate road onto St Vincent at the end of Mckibbon. |
| Crap Roads EVERYWHERE in town, yet you choose to replace roads thag don't even need it.. |
| 26 & James Crescent is awful both turning into and off of highway 26. Highway 26 and retail stores around tim hortons |
| Corner of Aiken/St. Vincent/ Edwin St E. is often busy. While waiting on Aiken St. to turn left onto St. Vincent. There are many drivers coming from Edwin St. E making a right onto St. Vincent, and then making a quick left onto Aiken St. Often times making a "rolling stop" at the stop sign on Edwin St. |
| There appear to be many roads for which there is no data. More data needs to be collected for a more meaningful analysis. |
| No traffic issues. |
| Pot holes in the former Sydenham township |
| Oh, as suspected, our tax paying area within former Sydenham Township isn't even within the range of your map.. classic.... |
| Vehicles traveling at very high unsafe speeds especially on secondary roads |
| Fix the bad roads like Trowbridge st and Edwin st. |
| Hwy. 26 through downtown Meaford - need a bypass for those who are passing through with no intention of stopping to shop etc. |
| Downtown core can be crazy especially.long weekends, this in fact is true for most of hwy 26 in and out if meaford those weekends |
| Nowhere |
| Downtown core. Timing of lights, not enough time to cross. Corner of Sykes & Edwin should have a light. Cook & William needs to be a 4 way stop - people run the stop sign several times a day!!!! |
| No issues currently |
| There could be clearer markings where the Meaford to Collingwood trail crosses public roads |

| **Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues.** |
|---|
| Aiken St between St Vincent St & Richmond St is narrow, with crumbling shoulders, deteriorating surface and raised manholes (bump). With the amount of traffic on that road, especially people hauling large wide trailers to and from Memorial Park or tractor trailer sewer trucks, it can be slow and difficult to navigate. Heaven forbid someone should stop or park on the shoulder... two way traffic is not possible and traffic grinds to a halt. |
| Downtown the worst. Coming out of street with the Sail Restaurant on the left, and the side street before. Really hard to see what's coming on main street. |
| Collingwood and Sykes St, difficulty crossing over Sykes Boucher St and Sykes, dificulty crossing over Sykes |
| Now that the bridge is repaired there is minimal delays in the retail district |
| No where, just the Horton's line up. |
| The corner of Edwin Street and Sykes Street needs to be addressed. |
| Berry Street(behind post office) People speed big time and quite often roll through the stop sign onto cook street. |
| Downtown - especially in the summer time - no advanced green for left turns |
| Corner of St. Vincent and Hwy. 26. People don't stop in the right spot to change light. Many violations turning right on red light. |
| No issues when construction free |
| Only by the library, but that's to be expected and it's not really not that bad |
| Cook St dead end. The street is narrower than normal and if there are cars parked on street it becomes one lane only. Yet the Municipality still allows cars to park on the street, without restrictions. As there is a popular fishing easement at end of street, there are cars and trucks constantly speeding and weaving down street. |
| The traffic light at Sykes and St. Vincent, for St.Vincent going between the two schools, is too short. Many times traffic is backed up past Aiken and past the first driveway of SVE. The light changes and only allows 5 vehicles through. |
| From Grey Road 12 eastbound to Hwy 26, via Edwin. Also, why no crosswalks for the many kids who have to cross busy Hwy 26 to get to their schools every morning from downtown to Grey Road 7? |
| Highway 26 in downtown Meaford is very busy and can cause delays when accessing by car from abutting streets. I am more concerned, however, about the impact this had on pedestrian. traffic. |
| Speed of traffic on Sykes St. |
| Should have a turning signal from main street onto nelson as traffic gets heavier during tourist season |
| Speed of vehicles on streets used to bypass downtown Sykes street. |

| Q7. Where do you experience any traffic-related issues while trying to get around Meaford? Please describe the issues. |
|---|
| On occasion, difficult to cross by vehicle (very difficult as a pedestrian) or turn onto Highway 26 from Edwin (West). When walking in town, concerned about pedestrian safety on Miller (steep and narrow) and Pearson+Ridge Road (Traffic speeding, poor visibility on bend near golf club and the bend up the hill to the south of golf club). |
| The only issue is at Aiken and St Vincent when large numbers of students cross Aiken to get to th3 athletic field. |
| My home street "Pearson Street |
| At the traffic lights in town, but never have to wait more than one light, so I don't find congestion to be a problem. |
| Edwin & hwy 26 Dangerous crossing |
| Downtown at the traffic lights. Not a real negative issue. |
| Our only experience was related to bridge reconstruction. However, the Sykes St. project was well managed for traffic movement. Otherwise, we have no concerns currently. |

| Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming? |
|---|
| N/a |
| Miller street hill is a concern for pedestrians and cyclists due to lack of visibility and narrowness. A dedicated space for pedestrians and uphill cyclists would be nice. I'm thinking jersey barriers! But I think it should only be done in conjunction with a traffic change to one way. Widening, if even possible, would destroy the scenic values of this piece of road. Keep the trees not the cars. I use this road daily and would be affected by a one way designation. But the effect would be acceptable and inconsequential. |
| Miller st hill needs a side walk |
| The 80 starting sign needs to be moved on grey road 12 past the 7 the line intersection. Cars are speeding up grey road 12 well before the 80 zone and there are lots of kids in he area. |
| Old mail road. Don't resurface the gravel. It will get even worse. And one of the 50 signs is missing and the others are covered by trees. |
| Concerns such as speeding should be dealt with by OPP. I think all the speed limits are reasonable. Do research before going by a concerned residents complaint. |
| Grey Road 18 at Woodford. Commercial and personal vehicles fly over the hill from both directions - the 60 max needs to be extended to the other side of the hill. Just a matter of time before a farmer is hit. People pass right over the top of the hill quite often. People speed excessively - some must be over 100 in the 60 zone as it is. I get that it's a convenient route for travel, but shouldn't jeopardize safety. Many of our neighbours walk the shoulders daily. |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| 75% of the roads in Meaford need upgrades. I can't believe the past counselors let roads fall into such despair. There is speeding when you leave west out of Meaford on hiway 26, (speed racing, late at night) |
| Neighbourhood areas being used as bi-passses / short cuts. Need more traffic calming in targeted residential roads. E.g. old mail rd. |
| Not noticed |
| We live on a (what used to be a quiet) street at the south edge of town where we have seen a steady increase of speeders since a condo complex was dropped in the middle of our quiet neighbourhood. No policing that we've seen and concerns to municipality have fallen on deaf ears. |
| No, make roundabout at hwy 26 and st Vincent |
| Miller and Pearson going out grey 112. Lots of speeders. |
| The road that beautiful Joe is on needs repair and at the bottom of Muir st hill, also all residential streets should have sidewalks...I also think all residential streets should be 40km/h because of kids playing drivers need to be more aware |
| Please turn miller street into 2 dead ends much like Trowbridge st. To prevent speeding, running stop signs and putting our children in danger. |
| Speeding and stopping at Stop signs is optional on Aiken Street. We want tourists and there street needs attention |
| Yes. We live in the 7th Line. Many vehicles travel at a high rate of speed which is dangerous for cyclists, the many pedestrians and agricultural traffic. |
| Meaford 7th Line has too much traffic including municipal vehicles, agricultural vehicles, gravel trucks, fisher people, people using the leaf site and general traffic thru a semi residential zone to be an 80 km/hr zone. Frogs Hollow has almost no houses and it's a 60. Someone is going to get hit on the 7th Line if not a pedestrian a cyclist because it is the only paved road in the Municipality that links common road bike routes. |
| 8th Conc South |
| Business district. 50 is too fast for walkers and parking. Could be dropped to 40 or 45 for those few blocks if Trowbridge out if town |
| 10th concession needs to be completely replaced. I have lived there since 2007. This road did not always belong to the municipality of Meaford, however, it has for a few years now and the roads have progressively gotten worse. The amount of potholes on the road is disgusting, almost as much as the effort put forward to fill them. I would recommend that if you absorb additional residents/ streets into the community of Meaford that you also take care of them and their needs. |
| Make Miller Street one way! |
| 4 Sideroad, speeders |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| Miller st is extremely dangerous east of Pearson street. The street needs to be turned into a one way street, or needs to be turned into a dead end so traffic has to take Nelson into town (where there are sidewalks) rather than Miller St (where there are no sidewalks, and families who walk and bike that st). |
| MILLER STREET! Is the most dangerous street in meaford. With growing families and children there needs to be action immediately. No sidewalks, no speed bumps, cars ripping up and down the street without a wide enough space to accommodate the neighbours getting their mail safely, or jog, or walk, or ride bikes.... this is serious and should be your top priority to avoid an inevitable fatal accident. |
| Miller Street hill is terrible and there is no traffic calming or road upgrades nor enforcement. |
| Major speeding issue on concession 10 between grey rd 18 and the sunny valley road. |
| Traffic lights on Sykes |
| Please read my response to number 7. The speed sign posted on highway 26 on the bend approaching the town needs to be move much further back (I would suggest on the far west side of the Bumsted Medical building) so that vehicles slow down to 50 well before the area of the medical center and the bend in the road. Also, provision needs to be made for a sidewalk or designated paved surface on the south side of Sykes all the way to the Bumsted Medical building so that it can be safer for pedestrians can walk there safely and individuals using motorized wheelchairs or scooters can ride there safely. |
| No |
| Nelson Street leading to the hospital needs to be smoothed out. Ambulance and Voyago use Ridge Road because of the huge bump in this road. |
| Road safety is compromised on Frog's Hollow due to the high amount of pot holes. Also very unsafe turning onto highway 26 from the 7th line |
| Hwy 26 and this is a provincial highway so nothing you can do |
| The biggest single safety measure meaford could take on all roads is to make smooth, wide shoulders suitable for biking, walking and for farm equipment to move over. |
| Not aware of speeding |
| All road upgrades I have witnessed in the last few years were completed on perfectly fine roads such as st. Vincent. Edwin, Trobridge and the one behind tim hortons are in complete shambles yet they are not fixed or even considered for fixing. |
| Grey Rd 7 and Frogs Hollow intersection has vehicles blowing thru it a lot. Both roads have become extremely busy also. |
| Many pickup trucks speeding along residential roads where children and seniors walk with no law enforcement |
| Trowbridge, Nelson and Collingwood St W from Hwy 26 to Miller or Ridge need repair. I would not want to be a patient in an ambulance going to the hospital for fear of falling off the stretcher. |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| The Tim Hortons and Beer Store area The entrance from the sidewalk going towards the Valumart is not really friendly to people on foot. I watched an elderly lady with two canes struggle down the pathway to Valumart...no sidewalk. |
| Enforcement doesn't do anything. It's too specific. Traffic calming, like I said above. Our roads are plenty wide, find a way to narrow them. Big cities and European places, and Austrailia and NZ manage with narrow roads in the city limits, therefore we can to. It's a proven way to slow traffic. Again, police enforcement isn't efficient, and police have better things to do. Traffic calming is permanent, 24/7 solution. |
| 1.Fourth Concession needs resurfacing. Area is growing and road is not keeping pace. 2.Third line evperiences speeding and increased traffic volume due to increasing home construction. 3. Bridge on 3rd north of 7th conc which was rebuilt a few years ago has a major bump in either direction which should be smoothed out. Bump signage is required in the interim. |
| Leith |
| Not at this time. |
| Bayview Hill subdivision should have speed limit reduced to 60 mph. Too much traffic going too fast where are a lot of children biking and people walking. |
| Centreville, Centre St, Union St., (speeding) I've witnessed many people drive through the stop sign on Aiken St. at Graham intersection |
| Nowhere |
| You already blew that when you did not do a contract with the OPP-----thank you |
| Tim Horton's needs a traffic light or stop sign or pedestrian cross-walk. |
| Hwy 26 |
| William st |
| Enforcement or traffic calming on Muir, Centre, Union and road upgrades on Miller Street; and Edwin (this is REALLY REALLY dangerous for cyclists, even cars and pedestrians) and short section of Paul Street turning right off of Sykes is VERY dangerous for walkers and cyclists. Continue to support cyclists with wide shoulders when doing road upgrades. County Road 7 leaving Meaford to Kimberly needs to be redone. It is a main thorough fare for tourists coming from south to Meaford (Kit Waterloo area for example, but numerous other areas). A majority of travellers prefer the quieter back country (safer) roads. Prior to retiring in Meaford, we made many day trips to area for cycling, swimming, hiking, etc over the past 40 years. |
| Margaret St, there has been multiple accidents and the corner of Margaret st and Sykes street. When people turn onto Margaret street from Sykes street it turns into a race track, there are small children that play on this street and it is very dangerous when a car turns onto Margaret street and races down the street at 80km/h |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| All of Meaford! There is never any police! People go through the red light at the top of St.Vincent hill constantly. |
| NA |
| Would like an upgrade to paved road instead of gravel 4th Concession S |
| Union st.  Nelson st. Ridge road. |
| Pedestrian priority along Georgia trail |
| Upgrades: Trowbridge Street btwn Sykes and Cook. Enforcement: Aiken and Grant - summer time traffic especially. |
| No idea |
| Ridge road,Miller street |
| Susan street... lots of speeding down the end of the road (closer to the storage unit end) large bump infront of 112 susan street that will eventually ruin vehicles that travel the road daily  (please feel free to have police sit in my driveway at 112 and see the speeding that occurs daily... lots of kids live on this street so it's a safety concern |
| I haven't witnessed any problems. Oh crap, maybe it's cause I am one of the problems. |
| Miller Street, Pearson Street...  really we need law enforcement doing daily patrols and radars... |
| No need, safety and speed concerns are negligible. Extra enforcement is an unnecessary cost |
| Have not seen ant evidence of this. |
| Lots of backroads need to be repaved.  For starters, right at the beginning of the Municipality of Meaford, Christie Beach Road needs to be repaved. |
| Sykes and Boucher, pedestrian crossing. |
| More parking needed by To the moon restaurant. |
| I feel like the road safety concern should be thoroughly addressed, however the condition of the road leading towards the hospital from sykes st N and most other side streets are not safe to be driving, as ive witnessed and became victim to my car getting bottomed out on the roadways at speed limit, i feel like if there were three officers posted to meaford full time it would cut down on speeding from out of towners, as well as traffic monitoring during weekends when most city folk come down and we seem to experience issues with drivers speeding or driving aggressively. I do want to stress that the roads are in a very bad state around trowbridge and over to beautiful joe, up the hill is very scary as well |
| Miller street.  Edwin street.  Ridge road. |
| Union st. Is in Awful shape |
| No areas of major concern.  Locales of speeding are unpredictable; it happen on any road, at any time. |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| Getting through downtown on a summer day. |
| Side Streets |
| St. Vincent has drivers ignoring the speed limits and stop signs. |
| Union St |
| 7th line s 15/16 - speeding, Aiken - poor condition, Trowbridge- poor condition, st Vincent between Marshall and bridge- parked cars - sometimes very difficult to manoeuvre |
| Union and centre streets! Since the bridge construction the roads have become freeways (union mostly) and the speeds have stayed far too highly. |
| Speeding and stopping at the stop signs on Aiken street is a concern as well. |
| Road upgrades are required on an ongoing basis. County roads like Grey roads 13, and 7 have spots where there is alot of cracking. Speeding on roadways is a problem on Hwy 26 especially once seasonal drivers return for the summer. We live just off 26 and we here cars and motorcycles accelerating way beyond speed limits. I was passed by one late model Corvette on 26 near Christie Beach Rd. I was in a group of five cars going 90 mph and we were all passed by the Corvette and he was going between 150 kph and 180 mph I would guess. We hear this frequently yet seldom see police at times like 10 pm when speeders seem most predictable. |
| Hwy 12 north after 80 km sign before Line 7 |
| Trowbridge street southwest of highway 26 is very rough almost causing damage to vehicles |
| -traffic calming will be required on Susan St when extension to Pearson/Ridge is completed. There are a large number of vehicles that turn around just prior to it becoming Stewart St. At least double the amount in summer. This would not have been captured in the Fall 2019 traffic survey. -ATVs and snowmobiles drive on residential Sts - this is very annoying - is it legal? - have seen sowmobiles on sidewalks on Susan St and Sykes St near MacDonalds. |
| Frogs hollow side road from the 3rd line to TBM townline is a mess it needs to be redone. |
| need more sidewalks. heavy fines for speeding might give some drivers a reality check. |
| Yes. With no police service contract I have people speeding past my house daily. I live on nelson street between the hospital and pearson street. |
| Road upgrades including the addition of sidewalks/paths to provide better connection to newer developments through to the core area would eliminate a lot of safety concerns. More enforcement where speeding is an issue (such as Muir Street, Ridge Road, Peason/Nelson/Miller) would be the best methods to deal with the speeding issue. |
| Build more sidewalks and get pedestrians off the roads! When I walk on the gravel shoulder cars are still driving into on-coming traffic to avoid me. When I am driving, pedestrians will impede traffic by walking side-by-side without moving off the roadway. This has become a bigger problem on Ridge Road. |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| Concession 10 in the former Sydenham, south from Grey Rd 18 to Sunny Valley Rd has had increased traffic and has never been fixed or upgraded. There is increased traffic now and a lot more people paying taxes on this road. It needs to be fixed. It has more potholes than actual road. They come and fill the potholes every few weeks. It is ridiculous that this has not been repaved. I believe the tax payers on this road pay for a paved road. Put this road at the top of your list to do. I couldn't believe it when you did the North side to Owen Sound and didn't complete this section as well. I'm not sure if this is the right place to say this but it needs to be said. |
| Build more sidewalks and get pedestrians off the roadways! When I am walking on the gravel shoulder, cars still swing out into on-coming traffic to avoid me. When I am driving pedestrians will walk side-by-side and impede traffic by not moving off the roadway. This is becoming a bigger problem on Ridge Road. |
| Absolutely NO speed bumps or other calming devices. Put in stop signs to slow traffic if needed. Speed bumps are horrific for ambulance patient safety, fire truck road accessibility, police emergency response, snowplows, and indeed, all vehicle under carriages. |
| Parker St. Cul de sac with seniors and handicap child, cars racing up and down! |
| 3rd line south of highway 26 needs replacement. Multiple vehicles have sustained damage from suspension/rim damage from large pot holes. Vehicles avoid pot holes on weekly basis on side road 7 near tucker subdivision. Vehicles avoid pot holes and swerve towards ditch (ravine). Very dangerous. |
| union street, centre street, bayfield |
| Centre St is a race track. Dirt bikes going over 80+ along with delivery trucks and cars and other vehicles. There is no signage and there are kids that live and play in this neighborhood. There needs to be signage of speed limits and also children playing signs. Getting ready to call the police to report. There is this one person on a dirt bike that goes so fast you can barely see them. Unacceptable. Please seriously consider speed bumps, appropriate signage. Something. This has been happening for years. Thank you |
| Unaware of these concerns |
| Just pot holes. Road speed reductions are not justified. |
| Stop signs are being ignored more and more. Speed in residential areas seems to be a problem. More inforcement and more visibilty of police may help. |
| Bayfield needs something as it is popular with pedestrians and children and families but has a bend that becomes very dangerous when people park in the 'no parking' zones. |
| Ridge road is a bad spot for speeding. |
| Concession 10 south |
| Centre St |
| 10 Concession is horrible and the roads crews do a horrible job on upkeep. Either fix it or return it to gravel |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| Haha, everywhere!! |
| St. Vincent St. |
| 8th Conc South Chatsworth |
| No one stops at stop signs. People speed behind Lombard and victoria street. That's where the bus lets the kids off. |
| Yes, are there any statistics collected on the number of radar Locations set up by OPP and number of speeding charges? |
| 7 Sideroad between 3rd line and grey 7 seems to be a route for gravel trucks that barrel down the dirt road. We are a not through road in the winter. I would really appreciate a truck limit on the road for the summer. Trucks should go down to 40 which is paved. |
| 10th concession |
| The 10th Concession S!! Every time there is an accident on highway 6/10, traffic is rerouted on our road is it's dangerous! Furthermore, motorcycles try to bypass the highway on this road and almost get into accidents bc the potholes are so prevalent and cannot be missed. So disposable. |
| Concession A that continues into Tom Thomson Lane the speed limit should be 50 or MAXIMUM 60 k This road is used by hikers, cyclists, families walking etc |
| Swarthmore Drive: access to the trail, cemetery entrance. Road is in very bad shape. |
| Well you only just got the opp back bout you give that a few months |
| Berry st. Corner of Cook .....no one stops.....racing to Sykes |
| Nelson street, hospital to corner Pearson It's ridiculous how many people speed here. |
| No real concerns |
| Cook Street and William Street. They used to be community safety zones. People didn't go 40 then & they certainly don't go 50 now. Thompson isn't much better. |
| Road surfacing and infrastructure is the bigger priority |
| There is always a need for enforcement. I have seen traffic going down the hill on St Vincent St from Hwy 26 register 60 km/h+ on the roadside radar unit. It is well known that the OPP are rarely in urban Meaford and they don't do traffic enforcement in town because we don't pay them to. |
| Akin Street badly needs upgrades. |
| Stop signs are being avoided, speeding on Nelson, St Vincent, Berry St has become a raceway. We need Policing patrol, ongoing daily. |
| Speed limits on the streets by the beach or leading to the residential areas of beach need to be enforced. Speed bumps? |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| Grant Ave to memorial Park is narrow, NO sidewalk to walk. RVs have to travel on lawns when meeting incoming traffic. Shoulder of Grant Ave have numerous potholes. Also Aiken St at the school. |
| people come off of Skyes street and down Edwin W(towards beautiful Joe park) at an unbelievable speed. Rarely stopping at the stop sign. I'd like to see this turn back into a residential street rather than a bypass! The amount of traffic that comes down Fulford's Hill should not be allowed people speed down there around the corner and carry onto Edwin Street W it's awful the amount of traffic and safety that is disregarded |
| Berry Street Seasonal speed bumps would be a great idea |
| I think transition areas fron 50 to 80. St. Vincent St. By SVE is sometimes like a race track as from the light people gear up to meet the 80 sign doing 90 to 100. |
| Road upgrades needed: Down the hill going into downtown area -- potholes and sewer bumps |
| Center street and union street and Muir |
| No comment |
| Legion Rd |
| YES, especially on St.Vincent!! |
| Pave gravel roadways outside of downtown. |
| Accessing Sykes Street from Collingwood West can be challenging when there are cars parked on the West side of Sykes, which block the view of oncoming traffic. |
| From the river to Collingwood St.. |
| With the lack of police patrol, vehicles have a tendency to speed throughout the Municipality. |
| Ridge road and Pearson street. Repairs to Trowbridge street |
| Miller St., Pearson St., Ridge Rd. |
| Many roads need upgrading. A bridge needs to be put in at the end of Muir St. |
| Miller St - sidewalk needed and/ or one way traffic only (up the hill). Miller St at Edwin/Owen- height of bridge wall (and fisherfolk parked cars during fishing season) interferes with visibility to the south (ie seeing vehicles coming across bridge) when driving a non-SUV/truck vehicle eg Subaru Impreza, Toyota Corolla. Solution? Ridge Road - see answer to 7. -traffic calming? Speed limit lowered and enforced. Edwin W at Highway 26- traffic lights needed |
| Pearson Street |
| Ridge and Pearson Streets has become a dragway. Need for traffic calming, lower speed limit and stop signs. |
| Don't know. |

| **Q8. The Municipality has heard concerns about speeding and road safety. Where is there a need for safety measures such as road upgrades, enforcement or traffic calming?** |
|---|
| Ridge Rd needs safe shoulders  Miller St., small section near Forest School needs calming Gray St. requires resurfacing.  Grant St. from sewage plant to Memorial Park needs calming |
| In the rural areas of the Municipality. |
| This is a critical concern for us.  We live on Pearson Street, and there is an ongoing issue with speeding along Ridge Road/Pearson St.  As well, there is a concern about increased volume of vehicles resulting from new housing developments, inclusive of contractor vehicles.  Ridge Rd/Pearson Street appears to be a "shortcut" from Highway 26 to the east areas of Meaford.  For the past 3 years, we have raised our concerns with Municipal officials, and requested interventions such as signage, calming mechanisms.  To date, other than phone responses and meetings, no change has happened.  The problem has been acknowledged by Councillors and staff, but we await the implementation of concrete solutions. |

| **Q9. Do you have any comments or concerns about parking, including current regulations, supply of parking near your destinations, or suggestions on how parking can be better managed?** |
|---|
| Main Street should have free parking for at least 2 hour minimum. |
| Nope |
| People who work in stores on Main Street should not be allowed to park on the Main Street |
| N/a |
| Main Street apartment residents shouldn't be parking on the Main Street. Down town business is struggling bad enough without dealing with parking issues |
| It's fine |
| Winter overnight parking is needed |
| No |
| None that I can think of |
| Limit parking on Sykes Street and increase off road parking.  This would improve safety for all. |
| Fine the way it is |
| Difficult for families in town in winter. Can we have alternate side winter parking at night. |
| Only problem with parking is people that park in no parking zones close to the stop lights in downtown Meaford then it stops the flow of traffic for left hand turns. It will be nice to get Smiths garage into a parking lot also I find the Canadian Tire lot very in efficient. |
| Supply of parking downtown. |

| **Q9. Do you have any comments or concerns about parking, including current regulations, supply of parking near your destinations, or suggestions on how parking can be better managed?** |
|---|
| I'm happy with parking in town other than the fisherfolk who park on miller street adding congestion to the already narrow and dangerously steep road. They also pollute and leave garbage all along the banks of the shores of the river and our front lawns. |
| Parking on Miller Street sometimes happens as there is river access. Making even more dangerous then it already is. |
| 7th Line and River due to fishmen parking near bridge. An improvement would be a small parking area to allow safe parking, garbage bin and posting river fishing regulations. |
| On boucher by the church's and funeral home with the cars parking it makes it tight to drive by - allow parking on one side only and enforce it all the time not only when called or the bylaw officer is bored |
| Rarely  go to Meaford and have never had a problem when I do.  It is time to look outside of the downtown core and use the rural taxpayers money 9n rural.road issues |
| The parking lot behind the TD Bank needs to be paved over. It's a pot holed mess that's bad for cars and unsafe for people, especially seniors. |
| Parking is generally good. Lovely that it is free too |
| Parking here is great. It's never a long walk to any of the few businesses nearby. |
| No issues |
| I have not had parking problems in the downtown area except at peak season. Not sure where else in town there may be an issue except during Craft Show. |
| I dont have a car yet so I cannot speak to this topic |
| There's a shit load of parking available in Meaford. Anyone who thinks it's a problem has never left Meaford. |
| No concerns |
| I believe that alternate parking practices should be applied towards overnight winter parking on urban streets where applicable. Many families (mine included) have older homes that do not support driveway space for family vehicles. |
| People always parking in non-parking areas (in front of Perogie Palace, in front of SAIL restaurant) |
| Parking is fine and we did not need to waste our money on Smiths tire--that sits and sits and sits |
| Parking is adequate for most days but an "event parking area" with some type of shuttle would be good for events. |
| More parking near the Municipal offices for Municipality residents. |
| No problems. |
| We need better parking enforcement. Too many people are parking illegally |

| **Q9. Do you have any comments or concerns about parking, including current regulations, supply of parking near your destinations, or suggestions on how parking can be better managed?** |
|---|
| Could there be more parking? What about the empty lot across from the harbour. Currently some of the big sailboats have moved there. Could that location be a parking lot?? |
| Nope don’t care about your parking problems |
| More public parking with better lighting and accessibility. Downtown meaford. |
| Parking is good |
| No concerns. |
| If there is no spot...drive around the block.  Guaranteed a spot will have opened up. |
| Sign Ad for  range road diner needed in the downtown. It's a tourist destination in Meaf. |
| I am pleased there is public parking however i feel that the residents living on the main strip should have a private garage for their vehicles or private parking of some kind, kind of like what they did in collingwood ship yards. If your not familiar, check out the pictures. It would open up the main street and would allow the traffic to flow easier. Problem ive heard most from residents on the strip is the lack of parking for them. And i feel like they're not wrong, like everyone else they should have somewhere to park their vehicles, but bylaw officers dont want to let them park anywhere. And with many buisness's on the street closing, it might be time to allow the residents to live peacefully like the rest of us, instead of worrying about getting a ticket for parking by their home. Thanks |
| I love the free parking! |
| No concerns with parking. |
| Free parking downtown should be maintained. |
| How about ticketing/towing those who ignore no parking/stopping signs?! |
| No problem for me right now. |
| Boulevards on main st need to be cleared more in the winter. Causes an issue for driveway access for the houses on this part of the highway |
| - parking should not be allowed on front lawns  - have no issues with finding parking. parking time should be limited if congestion is an issue  - need more bicycle parking so people don't have to lean bikes against store fronts |
| My only concern about parking is the town office parking lot is way to small |
| any large parking lots should have sidewalks (or at least marked-off areas) around the perimeter or through the middle so people can safely exit the lot once they get out of their cars & immediately become vulnerable pedestrians. |
| With the downtown stores having new vacancies there seems to be better parking |
| would like to see current parking by-laws enforced regarding on street and public parking areas. |
| Less street parking downtown - wider sidewalks/patio space would be better. |

| **Q9. Do you have any comments or concerns about parking, including current regulations, supply of parking near your destinations, or suggestions on how parking can be better managed?** |
|---|
| business owners and downtown residents should not be able to use on-street parking for personal use. This should be utilized for clients/customers. Maybe paid parking would help eliminate this issue. More parking that is more convenient for those residents in apartments downtown would also be beneficial. |
| If the sidewalk system extended beyond the shopping areas, I'd be more likely to walk from home to shop and would not require parking. |
| Discourage fishing along Bayfield from Bridge St to Nelson to open up parking |
| I think in the future we'll need more downtown parking. |
| no reserved parking spots for municipal staff anywhere |
| No parking concerns |
| I have never seen much of a problem with the parking although some streets should have parking only on one side i.e. St Vincent Street |
| More marked spaces |
| Bayfield has good parking but still people use their vehicles as campers when they are fishing. We can't really walk around the harbour when people are lined up fishing, so some kind of parking across the street from the harbour on Bayfield would be good. |
| Parking is great in meaford. |
| None |
| must be kept free to keep downtown businesses open! |
| Result of the running club. Many people are parking along Aiken St. to access the track. A lot of sloppy park jobs with cars sticking out onto the road/ people crossing the road without looking is dangerous. |
| Parking signs are ignored as it is common knowledge that enforcement is only complaint driven. |
| Parking is good! |
| Broaden the borders of this pathetic and narrow cross-section of the township. It’s insulting. |
| Keep it free or you will kill every down town business as if it’s not hard enough of them already |
| Can be challenging to find parking downtown. A lot close to downtown would be greatly appreciated. |
| St.Vincent St. Is a parking nightmare. Cars park on both sides most times. Dificult to leave my driveway to view oncoming traffic |
| Seeing as the downtown is virtually devoid of commercial businesses, I rarely have trouble finding parking if I do have to go there. I see the street lined with overnight parking so I gather many spots are filled by resident living upstairs of Sykes St storefronts. |
| Buying building that used to be a tire place for parking beyond ridiculous |

| **Q9. Do you have any comments or concerns about parking, including current regulations, supply of parking near your destinations, or suggestions on how parking can be better managed?** |
|---|
| Parking lots are used for more than just parking, we need further development of parking spaces ie Smiths tire so events can be held to support the BIA area and residents alike. |
| Parking seems to be pretty good |
| Parking is always a problem in front of Muxlow's Rexall. Hope Main St recovers from shut-down -- first priority. |
| No. All ok |
| I think parking is good at the moment, but in the future there may need to be more parking lots if we expect more growth |
| no street parking on narrow streets like dead end of cook st... or at least 2 hr limit WITH ENFORCEMENT. The fact that there is a “complaint only” enforcement policy is ridiculous. |
| Rude parents blocking the streets in front of the schools under no stopping signs!! |
| Only the comment above. |
| Parking on the street should be banned on Sykes st. From the bridge to Collingwood st..with emphasis given to pedestrians. |
| On St. Vincent street, cars are parked on both sides of the street, making it difficult for both directional traffic to proceed. It would be advantageous to have parking on one side of the street only. |
| Parking on Trowbridge St. is limited and difficult in view of many facilities in first block east of Sykes St. Potholes impossible to avoid. |
| No comment here. |
| No comment |
| The parking area behind the TD Bank could be improved by resurfacing to eliminate holes, etc. A clear, path & stairs to the merchants (ie McGuinty’s) would make it safer to use their back entrances. |
| I don't have difficulty. Sykes between Trowbridge and Nelson often full, but easy to find parking on a nearby street or lot. |
| Suggest parking on one side only on Hwy 26 in downtown core. Keep parking free. |
| No. |
| Generally, we have not experienced parking issues. |

| **Q10. How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized?** |
|---|
| N/a |
| Space for cyclists please! |
| Up the speed limit 90 |

| **Q10. How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized?** |
|---|
| Tom Thompson lane needs upgrades |
| The busier rural roads are not maintained regularly, large pot holes and poor drainage. They ones with more traffic should be chip and tar. Grating of the roads is deplorable! |
| Reduce speeds in towns. Add bike lanes. |
| Unknown |
| TIMELY, EFFECTIVE WINTER ROAD MAINTENANCE!!!!!!!! OUR SAFETY SHOULD BE A PRIORITY IN ALL SEASONS, AT ALL TIMES. |
| I heard there was talk of building a bridge from beautiful joe to across the river. What a waste of money! Please don't do this, there is already a bridge.INSTEAD please build a swing bridge across the river at Muir street like there once was100 years ago. This would be used by so many people in the community !! |
| Concession 2 |
| Close Miller St.  Too busy. |
| Bayshore road Leith all you gotta do is drive through it and you'll see a lot of people that pay a lot of Meaford taxes live out there |
| Many of the road surfaces are deteriorating rapidly, even after repair. I believe this is due mainly to heavy truck and agricultural traffic that the tar and chip, or similar surface roads, were not built to accommodate. |
| Ensure that the roads can handle the weight and breadth of the new large Ag vehicles. Establish trucking routes for commercial traffic.  Ensure the shoulders are large enough and even enough for people to get out of the way of vehicles. |
| Present protocols are acceptable. |
| Rather than continuously filling pot holes on rural roads, year after year, make a plan to fix the damn road and keep the residents of the affected area informed/ keep an open line of communication with them. |
| Maintain them better quicker cold patch(don't have staff measure the same hole for two weeks and then fill it in just fill it in) get the job done instead of going to the letter of the law. |
| Bridge upkeep |
| Keep bikes off the major rural roads and county roads. |
| Miller st is extremely dangerous east of Pearson street. The street needs to be turned into a one way street, or needs to be turned into a dead end so traffic has to take Nelson into town (where there are sidewalks) rather than Miller St (where there are no sidewalks, and families who walk and bike that st). |
| Miller street should be blocked off at Pearson so that people are forced to drive down Nelson to get into town instead of Miller street.  Nelson has the space to accommodate Both car traffic And foot traffic. Miller street does not yet it is used as a route to bypass town and get to 26.  The residents of miller street want to raise their children on a quiet road, not a highway. |

| **Q10. How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized?** |
|---|
| Concession 10 between grey rd 18 and sunny valley road is not  Maintained often enough for the frequent travellers on this road. |
| bad condition, high travel |
| Light standard at intersection of Hwy 26 and Irish Block Road. |
| Bike lane that allows us to easily get up 7 to 40 or even along 26 if you have a road bike - it's difficult to ride on the trail without upsetting walkers and dogs - if you are clipped in it can become quite dangerous |
| Pave roads between Bayshore road and Annan road, like side road 23 |
| Reminders to share the road with cyclists |
| Potholes.  Surface repair. Timely snowplowing so I don't miss work |
| Just a comment about Sykes Street through the town of Meaford. You have to dodge manhole covers that are raised or recessed. These need to be fixed so attention can be on driving, not on averting these car damaging sewer covers. |
| Seriously- wide, smooth shoulders would make so many areas safer.  Paved or permeable pavement. |
| Pot holes. |
| No issues |
| Possibly more signage on all rural roads indicating slow moving traffic. |
| I do not travel rural roads regularly so would rely on people who do reside there or use them regularly to make recommendations. |
| The roads are fine. People want smoother roads so they can drive faster. Invest in tourism, healthcare, local businesses, etc. The things that make a town worth living in. |
| Leith |
| No concerns. |
| Bridges--we have at least one that has been closed for years--fix it |
| Pave the rest of Con 2. We have a real treasure at Coffin Ridge Winery and it is unpleasant to arrive there with a dirty, dusty vehicle, that road really takes away from an otherwise nice experience. |
| County Rd 7 (per previous comment); Grey 12 from Meaford to Chatsworth; Grey 40 from 12 to Thornbury.  Not only for tourists and cycling but locals such as ourselves who ride our mountain/hybrid bikes from town to local farms to do our shopping of produce and meats. |
| 7th Line in meaford is a very high traffic road, the road is travelled every day by people who are coming into Meaford from the city or leaving Meaford along with the 7th Sideroad (4th line) and the 9th line are all heavy travelled roads for the same reason |
| It would be nice to see that you are improving roads outside the Meaford bubble.  Seems like it's fix Meaford first before anything else |
| Alternate routes to east end of Owen sound in between hwy 26 and cnty rd 40 |

| Q10. How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized? |
|---|
| The sight lines of rural roads are terrible and need improvements |
| no comment |
| Grade the gravel roads more often. |
| Keep all bridges maintained & replaced as needed. For my business trucks & especially for the agricultural sector. |
| Miller Street hill, Edwin Street |
| Tar and chip or pave the 15/16 Sideroad between 12th and 11th Line. Very dangerous with huge pot holes and when it is graded the loose gravel is dangerous... |
| The 26 priority and St Vincent St |
| Better with terms maintenance. We don't need a ow/grater coming down when roads are bare and not when there is large amounts left we have seen for a number of years now |
| Improvements and maintenance should be focused on the routes most traveled. So 7th line, 11th line id say. |
| Maintain paved roads; do not turn them into gravel roads. |
| Get good rural roads, then worry about the recreational cyclists |
| Not sure |
| Old Mail Road is a disgrace! Please do something about it before someone's vehicle is damaged. |
| Dairy line road needs attention parks of it still need resurfaced. |
| Based on the roads conditions. I've lived in Meaford my whole life. There are roads that were bad when I was a kid that to this day have only gotten worse. Some roads have been repaired twice. All the roads are important for different reasons. Start a list by driving them |
| As traffic increases and as funding between municipalities, provinces and federal governments become a problem, roads wear or deterioration and maintenance e costs soar, municipalities can not keep up to maintenance needs. |
| Should be widened for safer passing of oncoming traffic/bicycles |
| Rural roads need to address vehicles other than cars/trucks and farm machines ie cycling, walking, e cycles, etc |
| Rural roads need to be reconstructed in more populated areas to meet today's vehicular demands. More attention to alternative resurfacing methods. |
| accommodate bike routes where appropriate consider paved shoulders on routes that receive higher volumes of agriculture equipment |
| Asphalt on highly traveled roads. Consider if some hard surface roads could be gravel to save money. |
| some roads with high traffic should be widened or resurfaced. But other narrower country roads really preserve our heritage and help people to slow down and therefore they should not be touched! |

| Q10. How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized? |
|---|
| Don't use them enough to have an opinion |
| Promote tourism by more paved rural roads in scenic areas, connecting to tourist destinations and on-farm businesses. |
| I live and work in the Municipality of Meaford, travelling rural roads every day. Some roads are just in poor state. |
| Remove 60 kl/hr reductions. They are driven by one family in most cases. |
| Roads that have been left for years should be replaced. Conc 10 just off Grey Rd 18 has pot holes most of the road. The guys have already been to fill the holes at least 3 time's this spring. These need to be fixed permanently and sooner rather than later. We have waited long enough! This needs to be a priority! |
| 11th line |
| Encourage large trucks to bypass Meaford's downtown, though I know it is not easy. |
| Pot holes mainly. |
| Stop using asphalt mix to patch the road |
| Repair the roads is the first priority. The quality of meaford roads are poor at best |
| To ensure all plow turn arounds are cleared, so waste management can turn around. (We ran into a plow just driving up and piling snow and backing back down the road) |
| Policing cyclists and ensuring they follow the rules. |
| Pave road to coffin Ridge winery |
| Improvements need to be based on conditions and volume of use. |
| Please put a no trucks on the unpaved section of road between grey 7 and 3rd line. (On 7 Sideroad)... dump trucks barrel down our dirt road as a bipass. They should go to 40. |
| Fix the pot holes |
| By fixing the 10th Conc S between Grey rd 18 and Sunny Valley rd you will "meet the needs of ... rural residents" (goal 1) to "enhance safety, accessibility, equity and inclusivity" of the residents of this road who travel it regularly. In addition, this will help "to support active, healthy and livable" (goal 3) lifestyles of the residents who walk, run, and bike on this perilous road. By fixing this section of well used road (check your road counters that were put on the road last fall), you will "support environmental sustainability and climate change objectives" (goal 4) because you will not be wasting resources like cold patch fill, idling work trucks, loaders etc. and can redirect township work to other priorities. |
| As in #8 - reducing speed limits on some roads and ENFORCING the limits. I live on C-A and many times almost hit as cars, trucks come flying over the hill at excessive speeds as we try to turn left out of our driveway. Also, we need DEER CROSSING SIGNS as there are many deer that crisscross our road and terrible accidents have happened. |
| Roads within the Meaford town and roads heavily travelled |

| **Q10. How can rural roads better meet the needs of rural residents and businesses? Where should improvements be prioritized?** |
|---|
| Wider paved shoulders on busy rural routes as well as wider gravel ones on snowmobile trail road running areas especially after that portion through the orchard on the 7th line heading west is closed |
| Roads have deteriorated and need better maintenance. |
| ? |
| Be maintained in winter better. |
| Coffin ridge road - pave it!  Grandview and Lakeshore - pave it! |
| At locations with the heaviest traffic volumes |
| I don't know. |
| Prioritize roads the lead to Meaford Urban from other communities such as Markdale, Flesherton, Rockford, routes that make the distance easier to access us. |
| Road widening in some hills for slower farm machinery and cyclists. |
| For the most part I think our roads are good in the rural areas |
| paved shoulders for cyclists |
| Base on usage or deterioration. Roads that have been mended lately should be maintained so don't get into bad shape. |
| Fix "paved" section of Old Mail Road -- flooding, potholes.  Also, when using gravel on rural roads, please use smaller gravel to make it easier for runners/bikes/dog walkers and cars. |
| There are some nasty potholes around, cant name a specific location. They're hit or miss, but you'll guaranteed always hit them. |
| Gravel, potholed roads are a disgrace!  Not to mention damaging to vehicles. |
| Pave gravel roadways. |
| Roads are kept in good shape, specially in winter time. Bravo! |
| Signage is sadly lacking.  Need more readable signage |
| Muir Street upgraded to create a bypass for downtown. |
| Improve the surface of Frogs Hollow (4 Sdr).  Ensure potholes on gravel roads are repaired frequently so cars do not sustain damage. |
| Cycling lanes when resurfacing occurs. |
| No comment. |

| **Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.** |
|---|
| N/a |

| Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific. |
|---|
| I would suggest priority goes to most used for human safety. And then to the most sensitive aquatic habitats to ensure road/bridge failures do not cause or exacerbate Ecological losses - one of which is the crossing of Rocklyn creek on the Euphrasia- St V townline. |
| Miller st Nelson st trowbridge st Edwin st 7th line grey ave 3rd line |
| Finish the massie sideroad south of the Derry line and fix any bridges that have had the roads closed because of the bridge, a simple bailey bridge lasts for years and yet meaford seems to need expensive consulting done to discuss what to do, put the money into the bridge instead, these bridges handle heavy loads without problems |
| Tom Thompson lane |
| Maintenance would help, grading shoulders into the side of the pavement looks like it keeps the edges from falling apart. Grey County does a great job of that |
| Legion road and miller, Algonquin drive |
| Bridges. Potholes on residential streets are not a priority. At least they reduce speeds |
| Edwin street and the street parallel to 26 across from anicis |
| Most in need first, period. |
| Build swing bridge at Muir street across big head ! Also there is a tiny bridge near the big head river on the 7th line that looks like it is about to collapse. |
| Rural areas that have long detours between the roads connected by the bridge. |
| Edwin is brutal and Trowbridge. |
| Edwin St w by beautiful joe, throw bridge by the library... |
| Frogs Hollow has to be the worst!! Scenic road dogging pot holes, and tried fixing the road which completely failed making it worse. |
| On main roads where there is a lot of traffic. For example, Frog's Hollow between the town Line and Conc. 3 and 7th Line between town Line and Frog's Hollow. |
| 7th Line from townline to Frogs Hollow SDR. Frogs Hollow SDR; Miller Street - who ever they hired to repair it did a horrible job, it is falling apart again. Scotch Mountain - county road. And get ready for the damage on Grey 40 when the gravel pit reopens - so much for 15 million dollars in repairs - also falling apart already |
| I haven't met a bridge yet that wasn't vital to agriculture. |
| Rural roads in poor disrepair with a reasonably high population density (considering the rural aspect) should be prioritized. Not fixing these roads can cost those residents their hard earned money on car repairs and not to mention it can encourage feelings of alienation and disenfranchisement. |
| Keep the bridges open u can always drive slower on rough roads but u can't cross a bridge that isn't open |
| 4 Sideroad west of 11 line |
| Road in facing the soccer field across fron the high school |

| **Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.** |
|---|
| Miller street between Pearson and berry. |
| Edwin is really not safe and needs road repair. |
| Paving required 16th side road between 11th and 12th line as previously mentioned. It's hazardous and proving wear and tear on our vehicles. |
| Miller Street heading up the hill is in poor condition. This combined with a very steep road grade makes it notable. |
| Roads that aren't able To meet the needs currently of their users ie roads that have gone from Being very rural and less travelled to frequent use |
| high traffic, not where people make the most noise! |
| Nelson Street on way to hospital from main street |
| Frog's Hollow between the townline and the 3rd line |
| Rural roads |
| Tom Thomson Trail and in the town of Leith. The town is forever patching roads but never replacing pavement. Bayshore Road in Leith has more patching than actual road it seems. The 18th Sideroad is maintained fairly well. Due to the steep hill, I imagine that paving it would be problematic. |
| Steep hills on gravel sideroads could use permeable grid paving so they don't wash out or get so many potholes at the bottom Several bridges could use guard rails. |
| Lakeshore and Centerville Road need work. Very rough road and the bridge is falling apart . Bridge on Sykes across from Convenient and pet store needs work . |
| Trobridge because my car actually bottoms out on that road, I will no longer take that road due to fear of damaging my car |
| Bridges needing replacement and rehabilitation are important because a failure can be catastrophic and usually an alternate route is not convenient for extended periods of time. |
| Use data. The most traveled should be fixed first. |
| Leith |
| As mentioned the section of Lakeshore Road north of Centerville Road needs Shoreline repairs as indicated in the municipal plan of last fall |
| Johnson Harbour, Lakeview Drive, Balaclava area |
| As I am an urban resident, I am hesitant to voice any opinion on rural road matters. Yet I have noticed the state of disrepair of many of the bridges mentioned. |
| roads and bridges not libraries and soon to be museums because of flooding |
| Although it doesn't show on the map Clearview Crescent - the road surface is degrading rapidly! |
| County Rd 7 (per previous comment); Grey 12 from Meaford to Chatsworth; Grey 40 from 12 to Thornbury. Not only for tourists and cycling but locals such as ourselves who ride our mountain/hybrid bikes from town to local farms to do our shopping of produce and meats. |

| **Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.** |
|---|
| There are 2 “valleys” on the 3rd line in one just before nighthawk valley road and one just passed nighhawk valley road, there are dips in these valleys that make the suspension on a vehicle bottom out which can cause severe damage to the vehicle |
| The road behing Tim Hortons that is parallel to 26. It is TERRIBLE |
| The is a nice one lane bridge on 4 th Concession S that should be widened... |
| Bridges then roads |
| The Meaford harbour route with gravel. Any Construction being done should give access to the pedestrian side walk at the least. The construction should be planned in such a way that the sidewalk is still open at the least. For example the new Meaford library construction completely closed the side walk. Routes which have more vehicular movement and footfall should be prioritized for repairs. Alternative parallel routes to highway 26 in the downtown area might be a great idea. |
| Bridges should be of the highest priority especially rural ones it doesn't matter what shape roads are in if you can't travel them and get across the bridges |
| If some bridges are not repaired, you can't use the rd in whatever condition it is in if the bridge becomes unuseable. |
| Start spending some money on the in town road surfaces.Susan street,Cook street,Centenial heights,Grey avenue and Sykes street. |
| Most used roads first |
| I am not aware of any roads that are not maintained. But keep the bridges up. |
| There ALOT of roads in poor condition (man holes are well below the pacement)... but the safety of bridges are also of high importance... |
| See above...especially dangerous with school buses. |
| 1. Christie Beach Road 2. 3rd line from hwy 26 |
| The bridges to downtown... |
| Sideroad 24, concession 1, concession 2 (towards balaclava, beyond the winery) Always holes |
| Prioritize the pavement first, bridge after, the bridge will still work as is, the road condition however cannot wait, there are many many roads in disrepair and not fit for the vehicles that are travelling on them. The bridge is a year or two long project, that can be planned while roadways are getting repaired. But it dosent make sense to replace a bridge that still works, when many roads cannot even be traveled. |
| Union st And trowbridge st are awful ruff.Hard on suspension of cars |
| Priority should be given to those roads/bridges in accordance with the volume of traffic in that area. |
| All bridges should be fixed and opened. |
| The unpaved portion of Old Mail Road. Grey Highlands is doing a much better job on their side. |

| **Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.** |
|---|
| I think a paving should be a goal... I agree with the idea that until everyone has a paved road the repairs can wait. |
| All roads are in poor condition |
| Based on the roads condition itself. Look at Froggs Hollow for example usually once a month three sometimes four town workers fill in the potholes only to have to do it again a month later. Trowbridge street by our post office has been bad too since I was a kid. That street behind Tom hortons horrible as always. Send someone around they could list roads based on conditions and let's get to it |
| County roads are important connectors for residents here. If they are not maintained, our ability to effectively commute around southern ontario will be greatly hindered. All Grey County Roads need to be maintained at a higher level than now. |
| 7th line bridges south of grey rd 12 need to be replaced to allow truck traffic. Not being able to use that road makes it difficult and time consuming for local heavy truck traffic |
| - Repairs should be completed in conjunction with replacement of underlying infrastructure like storm sewers/watermains where possible. |
| Edwin Street is going to fall into Beautiful Joe Park one of these days . . . |
| Gravel roads need to be upgraded to hard surface and existing hard surface roads widened to accommodate cycles and foot traffic. |
| Start with the roads that are used the most and serve the most people |
| Bridge replacement when required and bridge rehabilitation needs to be top of the municipalities priority list. |
| prioritize repairs and replacement to the higher volume roads |
| Both are important, but bridges and roads should only be repaired/replaced when there is a lack of other options for accessing that area. |
| repairs should be prioritized where traffic is high and there are no other viable options. If shutting down a bridge permanently does not have major impacts (ie. getting a farmer used to going an opposite direction is not a major impact), this would be the easiest way to reduce costs and maintain less infrastructure. |
| Priority 1. Roads that connect to provincial or county roads. Priority 2. Roads that connect to Meaford paved roads. Priority 3. Roads with businesses or farms important to local economy that are not included above. |
| Constant pot holes and damage to rims/suspension in tucker subdivision. Either stay on top of fixing pot holes with constant regrading or pave it. Vehicles have sustained damage. |
| Get the twin bridges on the townline reopened. |
| all rural bridges require regular maintenance and replacement if necessary |
| The streets and curbs are in some need of TLC and curb appeal. Meaford is a great town with a great location on beautiful Georgian bay. The streets, sidewalks in some parts of town are ghetto looking. Time for an update and a nice clean look. Trowbridge st W. is pretty rough. |

| **Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.** |
|---|
| The paving of Side Rd 23 from Lakeshore Dr to Concession Rd 6 N is in terrible shape. I travel that segment twice a day. I appreciate that the Municipality continually re-grades the dirt roads, but I wonder if it wouldn't be worthwhile if there was a fully paved connection between Lakeshore Dr and Highway 26. As far as I know, the _only_ paved road for the residents around Lakeshore Dr to get to the town of Meaford is to go to Bothwell's Corner. Would there be a savings in the costs of regrading multiple roads as frequently if there were another paved path for residents? For example, the short segments from the above mentioned Side Rd 23 to Concession Rd 6N to Side Rd 27 to Irish Block Rd _OR_ the entirety of Concession Rd 2N from Balaclava to Highway 26—both are about the identical length. If there was one path fully paved, it might get more traffic and correspondingly less on the other path. |
| Possible reduce traffic may be permanent and repairs may not be as urgent. |
| Road behind Tom hortons |
| Concession 10!  Needs done immediately! Awful road! |
| Union st bump  Paul st urgent  Edwin st  Trowbridge |
| I have no complaint with roads or bridges. |
| Edwin street between Miller and Sykes is in terrible condition. It should have been addressed before the bridge was closed last year, as it’s much worse now. |
| Concession 10 south of derry line |
| 10th Concession meaford south of the derry line |
| Centennial Heights is atrocious, I invite anyone from council or town staff to drive it faster than 5km/hr. Numerous in town roads are total garbage |
| roads are in terrible shape. stop dumping gravel and actually fix them!  Paul St.  Burton Crescent  Trowbridge w.  all REALLY bad, but so are most roads :( |
| Grey road 15 |
| Hopefully there is a maintenance management system in place to record when, what and where maintenance is performed and a schedule of maintenance and repairs based on data collected. |
| 3rd line north of 7 Sideroad have significant ruts that pull your car toward the ditch |
| 3rd concession just North of 7 Sideroad has massive pavement undulations, that grab your car and throw you into the other lane |
| 10th concession |
| 10th Concession S between Grey Rd 18 and Sunny Valley Rd!!!!  Take a drive down it. There are layers of various cold patch. Holes are over 3inches deep is spots. I popped a tire on our road and it dented my rim. You cannot run down this road without looking down or you’ll trip on a pothole. This is not even an embellishment for unnecessary attention. The road is SO bad!!! PLEASE come look into it. It’s terrible!! |

| **Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.** |
|---|
| Roads with enough residents need to be redone to prevent wasted town time in cold patching and repeated and repeated and repeated. Over and over again. |
| Trowbridge and Edwin. Aiken |
| Millers street hill  Edwin Street, all around Beautiful Joe to the bridge area.  Aiken Street Street behind tim hortons |
| ? |
| pavement repairs needed 11th line between 8th sideroad tand 4th sideroad. Please repair the bridge on the St Vincent Euphrasia townline.. its a mess. |
| Bridges that rural farmers use in poor condition or not in use |
| Centreville and Lakeshore bridge needs to be repaired  Highway 26 bridge before Grandview needs repair |
| Trowbridge is a pothole mess.  I think the marina parking area should be paved. |
| Where there are structural deficiencies reducing load bearing capacity of bridges and roads |
| Bridges and road surfaces requiring expensive remediation that serve only a few people should be prioritized well below those of roadways with high traffic counts. |
| Where most needed and/or dangerous |
| one would have to be familiar with all the needs first but any major connecting link leading into the urban center must be first |
| Grant Ave leads to profitable income for Meaford at Memorial Park. Park is also for walkers and hikers, make the street to get there Safe! |
| Walters falls needs to be looked at |
| Safety and use |
| Most travelled need to be priorized. Trust municipal staff to do so. |
| Grey road 7, Sykes to Kimberly, need bike lanes here. Grey road 40 -from grey road 12 to grey road 13, need bike lanes,  grey road 12, need bike lanes from meaford to Markdale |
| Bridge street is bad |
| We could list almost every street.  Aiken is bad.  So is Trowbridge. |
| St Vincent-Sydenham Townline needs paving, or at least portions of it south to Walters Falls does. There are a few low-lying areas just south of Gerald Shortt that flood almost every Spring as well. |
| 11th line connection to Grey rd 12 and Grey rd 18 |
| Areas where there is more traffic flow should take priority.  The Trowbridge Street bridge is in need of repair.  Construction is scheduled to begin soon. |
| No comment |
| 1. Safety. 2. Where there is no nearby alternative route. |

| **Q11. Some roads are in poor condition, and bridges need rehabilitation or replacement. Where should repairs be prioritized? Be specific.** |
|---|
| Not sure. The current system seems to be working. |
| Worst first. |
| 4 SR continues to be in poor condition as it hasn't been resurfaced or rehabilitated in the past 15 years |
| Repairs need to be prioritized according to safety concerns as assessed by qualified transportation officials. We do observe many roads needing repair (i.e. potholes, rough asphalt), for example Miller Street, Edwin, etc. |

| **Q12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths or other cycling facilities be installed?** |
|---|
| Everywhere in town, bike lanes should be marked |
| Cycling should be done on the Georgian trail |
| More bike lock up areas around town. |
| I don’t think money should be spent on bike lanes. Commercial vehicles, personal vehicles, recreational vehicles including snowmobiles all pay a fee to use and maintain the roads. Bikes should be paying for the bike lanes. Also I think bikes should be prohibited from using some narrow paved roads especially on blind hills. |
| More bike lanes |
| Bike lanes, more trails internally and in key regional roads. In 5 to 10 years your going to see a lot of kids riding ebikes. Rural kids will be using them on highways to get to school. This will be an issue. You should plan for this. |
| Whenever new roads are upgraded add bike lanes they are needed |
| Only within their own infrastructure. The Georgian Trail is already there for that very purpose. Use it! |
| Everywhere ! There are no bike lanes |
| Side walks on all residential streets within the town of Meaford |
| Cycling should stay on the trails already in place |
| More bike paths help. Due to geographic diversity walking is not always viable but cycling provides many options. If they are shared use trails then they should be marked as such and speed limits posted. |
| We should have bike lanes into town or even to link to Owen Sound or other communities from a reasonable distance out - say 10km. Bike lanes on all major roads in town. Bike paths in town if applicable. |
| Current system is all the support our tax dollars can manage. |
| Hey 26 cycling corridor could have a bike lane. |
| On major roads and near schools |

| **Q12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths or other cycling facilities be installed?** |
|---|
| If we can't keep our bridges open then why should we be worried about bike paths. Cyclist don't create or generate much business compared to bridges. |
| Miller st is extremely dangerous east of Pearson street. The street needs to be turned into a one way street, or needs to be turned into a dead end so traffic has to take Nelson into town (where there are sidewalks) rather than Miller St (where there are no sidewalks, and families who walk and bike that st). |
| MILLER STREET |
| If a one way or closure is not possible for Miller Street, there definitely needs to be a path for the high pedestrian and cycling traffic. It is a great workout and continues to be used although many people feel very unsafe when cars speed up or down the hill. |
| Extend the Thornbury walking/biking rail trail into Meaford and parallel to hwy 26 to Owen Sound. There wouldn't be a need for a bike lane on the busy highway. |
| Bike Lanes should be on all the major routes to bring tourists in - Thornbury is filled with cyclists enjoy the coffee shops etc - they don't continue to meaford as 26, 7 and 12 and incredibly scary to ride on  Also along the water as an alternative route |
| No where. They already have the beautiful Georgian Trail at their disposal. |
| Bike lane on Bayshore road.  Paved roads on side roads from Bayshore road. |
| paved shoulders on paved rural roads would be helpful |
| Rarely go to Meaford  LOW priority! |
| Bike lanes may be difficult to achieve but signage reminding drivers to respect bikers and walkers would help. Also signs to advise bikers and walkers which side they should use. Not everyone knows those rules (walk on the side of oncoming traffic, bike on side of traffic flow). |
| Not important |
| What's the point of bike lanes, bikers use all streets.  Bike paths would be nice if they were actually used |
| Bike lanes should only be done on county and provincial roads. Too many cyclists on side roads that are narrow |
| Walking is usually safer especially for seniors on a sidewalk but we have only witnessed removal of sidewalks not upgrading or installations. Bike paths should be incorporated with current walking paths. |
| Add a sidewalk on the Tim Hortons side of 26.  Add a traffic light in the same area  Add a paved walking path to the Valumart like the ones at rHome Hardware downtown  I walk from the Dairy Queen to Valumart and I noticed that the sidewalks were widened in some areas but they are quite uneven and makes for an difficult walk when using a stroller so I can imagine it affects the elderly using canes or walkers |
| Waterfront |

| Q12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths or other cycling facilities be installed? |
|---|
| In order to promote walking and cycling we need a better reason to go to the main street. More housing development, lodging and tourism would mean more restaurants and shops on the main street, and that street is withing walking/cycling distance of all of Meaford-Proper. |
| I think it would be great if there was a bike trail connecting Meaford to Owen Sound, like there is for meaford to Thornbury. Maybe along hwy 26? |
| On the side of the road |
| Silcote |
| Away from Sykes/Hwy 26 |
| Some sort of visual symbol /signage to remind drivers that the Trout Hollow Trail extends down Seventh Line would be VERY beneficial towards protecting hikers whom must traverse this highway for quite some distance. |
| We are not the Blue Mountains--we cannot afford to put in bike lanes--quit trying to keep up with them |
| Anywhere you add a bike path is good, but a circuit is a good tourist attraction, short routes that go to specific places and connect. |
| Walkers (foot traffic) need VERY different surfaces to bikes & strollers (wheeled traffic). Separate the two, and both from road traffic wherever possible. New subdivisions should provide for both. |
| Bike lanes wherever feasible when doing upgrades, even just wider paved shoulders. Installing more and better bike racks in entire downtown area and harbour. Locals like to ride their urban bikes to go to library, banks, coffee shops, etc and we get hundreds of summer cyclists coming into town from Collingwood in particular and Owen Sound and they have no where to lock bikes and walk about town. Continue to enhance current walking/cycling paths (which are good) as required. |
| 7th side road, 7th line, 9th line and grey road 40 are all very heavily travelled for cyclists |
| Not sure where but more walking paths or bike paths are always good. |
| More advertising of there locations |
| Downtown Meaford and the road toward to Valu Mart/Grandma Lambe's. |
| More trails for walking. Trout hollow is extremely busy. Extend Georgian trail to Tom Thompson trail |
| Yes. Certainly bike lanes are great ideas. Also bike lanes are safer for younger populations. |
| No bike lanes in town needed. Perhaps some shoulder paving where bikes are prevelant eg 7th line. |
| Don't need any more |
| More walking trails around town.Bike lanes on Sykes street. |
| Bike lanes should be added. It is very hard to "share the road" sometimes without them. |

| Q12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths or other cycling facilities be installed? |
|---|
| Miller Street needs a walking/bike lane... high traffic roads could benefit from bike lanes |
| Bike lanes down sykes, more public bike lockups |
| All paved roads should have a safe, thus significant bike lane. |
| Both Bridges in downtown are unsafe. |
| Bike lanes on the 26 for sure and St.Vincent and Edwin st leading to bike path. Sidewalks on both sides of sykes needed. You need a paved round track and bike park with designated and separate area for teens, tweens and toddlers. Indoor track needed in Meaford like the one at North Toronto Memorial community center. You need a central community center that could have an indoor pool/library/ walking track/trampoline place...with rentable party rooms. |
| I feel like on rural roads that dont get what is considered highway traffic, and side streets are good places for bike routes, as for on main roads i would strafe away from the idea, as it boasts more dangers and hazards then solutions. |
| Everywhere! That'd be awesome and worth the investment in the long run, hands down. |
| Being a rural community with winter seasons, cycling lanes are not practical or necessary. (We are not downtown Toronto.) Please don't hinder vehicular traffic with ideological thinking. Hiking trails are sufficient. |
| Good roads first. The cyclist has may trails to safely use |
| Miller Street hill needs a pedestrian and cycle path. |
| Encourage more business downtown. And move the market to a weekend event. That would make people want to have a destination for a ‘bike ride’ as a family. Offer a ‘bike to work’ contest. |
| Not necessary |
| First review tourism bicycling maps to see what roads are being advertised as bike in grey county. I known Frogga Hollow is on one of them. I wouldn’t guess I’d check the tourism sector for a list. Besides who wouldn’t want to walk or bike along the water hands down |
| No bike lanes on our roads we have beautiful trails |
| - the Georgian trail needs to be protected and not diverted like it was in summer 2019 to accommodate development. This was VERY short sighted! This is an active transportation highway; no one would every think of putting a 90 deg turn in the 401. -Better linkage / directions to connect Georgian and Tom Thomson trails. This would benefit tourism and locals. - sidewalks or combined cycling pedestrian lanes. Meaford is a very dangerous place to walk in winter. - More bike racks downtown to support cycle tourism and locals. - Sykes needs safe cycling path or alt. route. |
| There's lots of bike traffic around the parks. |
| punishment for speeding. sidewalks (wide ones). do not need bike lanes (yet). |
| Bike lanes and sidewalks all along Bayfield would be wonderful. |
| Biking is a popular activity. Should have a bike lane around the harbor |

| Q12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths or other cycling facilities be installed? |
|---|
| County road 15 |
| Given the age of the population bike paths are only needed for the tourists. |
| provide signage for on road cycling routes  consider bike lanes where on-road cycling linkages are being encourages  increase awareness on proper etiquette and navigation between cyclists and farm equipment |
| more connectivity in trails. In town there is very little available for trails, unlike other areas like Collingwood. Bike lanes however, are not necessary (wider, paved shoulders are sufficient). |
| More sidewalks for pedestrians. More waste receptacles for dog waste.  A cycling trial that avoids highway 26.  A safe cycling trail to and from the Base. |
| Bike lanes are not necessary at all.  We have 40 kms of Georgian Trail for cycling.  Maintain it. |
| add more bike lanes. |
| Over several of the "Grey County Cycling Network" paths, I have _never_ seen a cyclist (i.e., on the dirt roads), but I commonly see them on sections that are not so marked (i.e., the paved roads). |
| no comment |
| Bikes can be very aggressive and dangerous, as in Vancouver, so have to be careful. Keep pedestrians away from bikes, and keep large trucks away from downtown is one step forward. |
| Meaford has a great waterfront, arguably the best in the Georgian triangle, but is not promoted or marketed at all. I mean other than building a park/ green space down near the old knights brick factory there should be a network of maintained trails down there and encourage day trippers to stroll along the water from Rapers park all the way to the dog beach/ coast guard. |
| Na |
| No.  Only if trails are integrated with atv and horseback riding |
| no bike lanes  need to replace sidewalks.  it isn't safe for kids to be walking on the roads  if we are going to be an active commmunity with a thriving downtown, we need to be able to walk there from all nearby housing.  STOP saving money by removing footpaths, it is counter intuitive; for the community to grow and attract more tax payers you need to attract people here not turn them away |
| There are barely any cycling lanes in Meaford. Need more. Pave the shoulders of all the roads. |
| Once again there needs to be an assessment of use and needs. Bike lanes should only be established for a network that allows access to trails and retail centres. Many municipal roads cannot accept dedicated bike lanes so network should be planned for major traffic corridors. |

| **Q12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths or other cycling facilities be installed?** |
|---|
| Need paths that loop. No one loves an out and then having to turn around and go back, More waterfront trails. |
| Love this idea! Maybe on major routes. A wide shoulder for bikes along the highway so cyclists aren't in the tire lane. |
| Wherever possible |
| We already have enough |
| More walking trails/paths are needed for pedestrian use. Ideally, I would like to see the downtown core closed entirely to cars creating a pedestrian plaza with outdoor cafes. |
| Bike lanes should be all around Meafords major roadways. Georgian trail. I walk alot here and have to constantly stop, moreover to allow for bike traffic in both directions. Sometimes it's so ridiculous I turn around and go home |
| Main street would be a very good start. St Vincent, near the local parks. Close to the entrances of the Georgian trail. Sykes is so bad for cycling, I as an adult will walk my bike & will not allow my child to bike there. |
| No bike lanes are required- they are welcome but just for a short summer period |
| Under the current physical distancing requirements are sidewalks wide enough to allow people to pass safely? |
| Bike paths/walking paths need to be created where current users are forced to use high speed roadways to travel from residential areas to low speed limit areas. Ex: Between Whitelaws subdivision and Sykes St. |
| I like the idea that the county is using - paving road shoulders on their roads. I understand this is revenue neutral over the lifespan of the road due to soft shoulders not requiring maintenance. Although not designated as a bike lane, it seem like common sense to me to provide this safe haven from the travelled lane portion of the road. A revenue neutral opportunity to improve road safety and to promote tourism/biking in the area. (No I am not a cyclist) |
| No more bike lanes or paths unless you insist people use them. Too many bikers on the road, and think they own them. |
| Bicycle racks downtown, Parks, Museum, would be a start. |
| Marked Pathways to get to the Bruce and Georgian Trails. If they are marked it is hard to find. |
| Pretty good now, just maintain. |
| Would like to see a pedestrian/cycling bridge that connects beautiful Joe park |
| I like the idea of bike lanes or paved shoulders on rural roads. Paths with linkages to amenities would be beneficial. |
| No opinion |
| See prev page for bike lane suggestions. Extend the Trout Hollow rail up-river far as possible. |

| Q12. What actions could support and encourage more walking and cycling in Meaford? Where should bike lanes, paths or other cycling facilities be installed? |
|---|
| Making sure there is enough of a paved shoulder on the roads allows safe biking. |
| Re-route 26 out of downtown Meaford to allow more and safer pedestrian, cycling and scooter traffic. Add wide shoulders on roads in Meaford to support safe cycling in the area. |
| All downtown should be pedestrians and cycling friendly.( like Copenhagen and Amsterdam) |
| Bike lanes important There has been a huge increase in recreational road biking |
| We lost a great asset in Paul's bicycle shop on Trowbridge. With the Georgian Trail beginning/ending at the Harbour, it might be advantageous to continue a bicycle/walking path going east along the shoreline. |
| all waterfront streets |
| Link the Georgian Trail to the Tom Thompson Trail with a pedestrian path and separate cycle route along the waterfront and crossing the Big Head River on a pedestrian and cycle only bridge. Sidewalks on Miller, Pearson+Ridge Road and on South side ( Hospital side) of Nelson West. |
| safety and being aware that it is present. |
| Parking allowed at access points where Bruce Trail crosses the road (eg at 7th Line). Parking lots sometimes too far apart, discourages trail use. Finish re-route of Trout Hollow Trail where bridge fallen, better access signs to loop on west of river. |
| Good side shoulders in high traffic areas. Research one way streets that may be conducive to walking & cycling. Keep Georgian Trail weĺl maintained & signed. |
| There is room for cycling lanes through the downtown. Painted green with signage. Cycling lanes when resurfacing occurs. |
| Paved shoulders on 4 SR for cycling safety as it has been designated as a recommended cycling route in Grey County's cycling tourism map publication for the past 3 years |
| Biking is not something we do, so hopefully the biking folks will provide input. We know that a recent death occurred on a rural road, and we are aware of previous fatalities in the Collingwood areas, so clearly, biking safety is an issue. |

| Q13. Where should new sidewalks be prioritized? |
|---|
| Everywhere there is a school that will connect to any major road |
| Miller st |
| Miller Street hill |
| Leith |
| Replace existing sidewalks as needed. Maybe try to plan Plowing sidewalks after road plow goes by. |
| Miller st! |
| Unknown |

| Q13. Where should new sidewalks be prioritized? |
|---|
| Everywhere needed! |
| Miller street!!! The hill is a death sentence for families |
| If millller street isn't closed then a sidewalk going up and down the hill. |
| A safe way to get down the Miller street hill would be nice |
| In town. |
| Near the new school, Memorial Park, Community Centre, Skate Board Park. Any place where people are going to walk to be active. |
| New subdivisions only |
| If there is none then they should be prioritized if there is one sidewalk let people know they can walk across the road to it. |
| ON MILLER ST, EAST OF PEARSON ST. |
| MILLER STREET |
| Miller Street does not have room for a sidewalk, could there be a foot path. Or a one way road in order to allow for room for pedestrians and cyclists? |
| South side of Sykes from OPP office to Bumsted Medical building. |
| safer downtown access ie up sykes street by tim hortons |
| Rarely go to Meaford.  Time to consider rural taxpayers needs for a change |
| Beyond Grandview On  Lakeshore Rd. |
| I don't care |
| From Muir St to HWY 26 |
| No visible sidewalk, pedestrian path or bike path at the harbour entrances ie. From bridge road/denmark road toward pavillion. As well as the end of st Vincent street into the harbour parking area |
| In the residential areas of the town. |
| On the Tim Hortons side of 26 going towards the Valumart plaza |
| Ridgeroad. lots of walkers and very fast drivers. |
| N/A |
| A sidewalk along Miller street extending down hwy12 would be most appreciated. |
| The only area of sidewalk concern is the area of the new school |
| Eliminate street parking and widen the main street sidewalks to accommodate street cafes and patios. Make it a flex street that can be closed off and used for outdoor events. |
| All new subdivisions. Replacement of degraded downtown sidewalks. |
| Have no concerns. |
| Union St, Centre St, Farrar/burton St, Paul St |
| Don't care that you want sidewalks |

| Q13. Where should new sidewalks be prioritized? |
|---|
| 7th Line Rd should have sidewalks due of many of cottages/residents in that area. |
| Around the new school south on cnty road Nursing home and high density housing areas |
| On the edges of the Meaford town on Highway 26 route. Like towards McDonalds furniture and on the other end towards Johnny B and Don Bumstead health Clinic. |
| Don't have a comment on this one |
| Not relevant |
| Close to new development and new housing. |
| Urban areas. |
| Skyes and Waterfront |
| Sykes St/downtown core |
| Side streets and i feel like along the dry dock should have a sidewalk |
| Miller street, Pearson street, Edwin street. |
| Prioritize where most pedestrian traffic is present; "downtown" Meaford. We don't need sidewalks in hamlets or anywhere else. |
| Heavy traveled roads |
| Center and Union Streets. Muir, Louisa, all roads in that area. |
| Some of the hills Lorne and Miller st. No sidewalks on Union and speed is an issue. ? Stop sign at Grace ave. To slow down similar to the one added on atkin st |
| With the addition of Gate of Kent. Both Union and Centre street are very busy with dog walkers and people strolling... that coupled with the speeds... sidewalks would be proactive to preventing an accident. |
| On main roads |
| Look at the roots our children walk to school. Most families again walk along the water what better views |
| Priority should be filling gaps in network followed by areas with no sidewalks. Only needed on 1 side of road. |
| Around the new school. |
| Miller Street & anywhere there is a communal mailbox. |
| Miller St. and Bayfield St. |
| Where children have bus stops. My sidewalks were removed and now a number of children walk to the bus stop on the road and also have to stand on the road at the corner while waiting for the bus |
| Around the school |
| Areas that are fully residential/commercial, but have no sidewalk route to other areas/downtown. South side of Nelson Street hill for hospital access |

| Q13. Where should new sidewalks be prioritized? |
|---|
| to connect development to existing sidewalks, and providing connectivity to meaford's parks and waterfront. This will create positive impacts for residents and tourists. |
| Everywhere!  Ridge Road, many drivers use it to bypass "downtown" and many residents use it as part of their walking loop. |
| In new subdivisions. |
| In subdivisions or heavily populated areas |
| Repair sidewalks in downtown core. |
| rural roads have have to be walked on but sidewalks are not really feasible. |
| On throw bridge street |
| Pearson Street from Nelson to Hwy 26 and Ridge Road to Susan  would make a good loop. |
| It would be nice to have the parking at the harbour on Bayfield set across the road so that pedestrians can use that area during fishing season. |
| Niagara Falls has an amazing walking trail all along the river/ falls and people can spend 1 hr walking end to end. It's got beautiful lights and benches, and I think meaford could do the same. |
| Na |
| None. Fix what you have. |
| Any road within 20 minutes walk of downtown should have sidewalks.  all housing areas should have at least one side paved |
| Everywhere. Hardly any sidewalks in this town. Not safe for kids to walk. |
| Start with improvement and upgrading of existing sidewalks to bring up to municipal standard. |
| After the 10th concession has been resurfaced property ;) |
| The entire length of ridge road.  Road leading up to cemetery form Aiken st  From bridge at beautiful Joe park up to the corner of trowbridge  Miller st hill |
| Main streets |
| Streets where they are horrible & only have one sidewalk!  William,  Cook, Thompson, Susan, Berry etc. |
| Repair what we have! |
| waterfront areas and downtown |
| Middle Ave. to Memorial Park.  Lakeside Ave.  Margaret St.-Vera St. to Elisa St. |
| New residential developers should be required to provide sidewalks as a condition of development. Streets leading to schools require sidewalks. Having said that, existing neighbourhoods with no sidewalks do not require them unless a majority of residents on those streets ask for them.  Do not just budget and install sidewalks on existing residential streets unless demanded by residents affected. |
| Downtown |

| Q13. Where should new sidewalks be prioritized? |
|---|
| start with streets that do not have any. |
| Grant Avenue  near Memorial Park |
| Ridge road |
| Crossing to the hospital is dangerous so a proper crossing or sidewalk up the other side is needed. Hwy 26 from St. Vincent to pass Tim Horton's a sidewalk is needed. Businesses need to be encouraged to indicate safe walking areas into their business. Non of the strip malls or businesses like Tim Horton's or Dairy Queen have safe pedestrian paths. |
| Near highest use areas such as new school. |
| No opinion |
| omg everywhere. The sidewalks are not consistently everywhere and randomly end or switch sides. Instead of being laid flat with driveways and curb ways sloped, the sidewalks are sloped as well... like walking on a concrete wave. Hazardous at the best of times let alone winter. if they were flat and just plowed properly, the city would not need to use 10 tons of salt and sand. |
| Union, Center, Louisa to name a few. |
| Meaford must promote a “walk to school” program |
| ? |
| all sidewalks leading directly to Sykes St. shoulb be  all sidewalks leading directly to Sykes st. should be widened, upgraded to encourage walking in safety |
| As above in 12.  Miller, Pearson + Ridge, Nelson W on South side. |
| On Nelson near the hospital there’s a sidewalk on one side of the street.  If nothing else, perhaps a crosswalk so pedestrians can cross the street safely.  The area around Bridge St and Bayfield (around the bridge) is dangerous. |
| Where there are lots of traffic and none exist, |
| I’m not worried about sidewalks.  I worry more about the speed of traffic.  If motor vehicles slowed down and took more caution sidewalks wouldn’t really be a necessary expense. Reduce in town traffic to 40km in residential areas. |
| To the harbour. |
| Residential areas that invite young families.  Dangerous streets i.e. Ridge Rd & Miller St. |
| Where needed the most |
| The new sidewalk on the east end of Pearson was a huge improvement for safe walking.  An upgrade on Nelson Street from Sykes to Pearson would make for safer walking, especially for seniors.  When sidewalks are considered, we would appreciate the opportunity for more specific input. |

| Q14. Do you have any other comments for the Meaford TMP project team? |
|---|
| I hope coming up with a transportation master plan has been a low cost effort. Final comment would be Maintain what we have. |

| Q14. Do you have any other comments for the Meaford TMP project team? |
|---|
| Get your act together and start putting in a yearly schedule to repair and maintain ALLthe roads in the municipality not just the high traffic roads. The state of the residential roads in this town is incredibly poor. It does not invite or encourage new residents to the area. |
| Selling off right of ways is very narrow thinking. You can never get that land back and in the future they could become quite useful. Think long term. Technology such as ebikes, electric scooters, etc. are going to change everything! Get ahead of it. |
| Inter municipal transit is needed |
| Please do the right thing for all of us, not just the ones you are trying to attract here. Don't forget about those of us who have lived here, raised our families here and contributed to our Community for years and years. One request ... please no more "Legacy" projects until the real work has been done. Thank you. |
| Your number one priority should be to make a roundabout at the intersection of hwy 26 and st Vincent |
| Why do paved roads keep getting turned into gravel roads. I know that the gravel surfaces have higher costs in the short term than the cost of a hard surface. |
| Please consider closing Miller Street. Way to busy and too much speeding. Dangerous to be outside. |
| Not at this moment |
| Just because an old bridge has failed, it may nit need replacing. There are ways to get around and if traffic volumes don’t warrant then they should not be prioritized. Maintain what you have. When you resurface use a longer time frame and realistic surfaces. Consider having user pay systems for heavy agricultural equipment. |
| Figure out what level of roads are needed to deal with the heavy Ag equipment and trucks that are destroying the roads and apply that technology. Make it easy for people to GET OFF THEIR BUTTS! |
| Off street Winter parking is a major issue for young families with multiple vehicles. Need alternate side of the street winter parking |
| These questions are heavily leaning in favour of the town of Meaford, of which the rural people pay for . Rural residents make up at least 60 % of the tax base . Fix our roads and bridges |
| Cyclist shouldn’t demand nearly as much as they do they are not the life blood of Meaford. They can bike on the trail. |
| Miller st is extremely dangerous east of Pearson street. The street needs to be turned into a one way street, or needs to be turned into a dead end so traffic has to take Nelson into town (where there are sidewalks) rather than Miller St (where there are no sidewalks, and families who walk and bike that st). |
| Miller street is a ticking time bomb. Please, we beg you. Make Miller street safe by blocking it off at Miller and Pearson (the top of the hill). Add sidewalks. Make it accessible to miller street residents only from berry street and up. We are terrified. |

| Q14. Do you have any other comments for the Meaford TMP project team? |
|---|
| Thank you for continuing to find ways to hear from your community. Could you please send updates regarding Miller Street to [email address] as I am the spokesperson for our neighbourhood. |
| I like you are asking the Meaford residents for their input. It means a lot |
| We improved snow plowing last winter certainly made it easier for me to get around town. When I moved here the poor plowing shocked me. |
| Reduce my taxes to reflect the modest services I receive  Or  Start using rural taxpayers money wy on rural roads, villages, hamlets and towns.  Stop with the self-serving agendas |
| Good to see this initiative and to request public input. |
| If you want more people to take public transit- possibly give out a season pass "free" to any resident when they pay taxes.  Also extend the route up to the tank range so off duty millitary folk can come into town for shopping and entertainment.  Bike use and walking should improve if people feel safe, and have things to go to that are pleasant to walk or bike to. |
| Yeah, why wasn't there a similar survey sent out for the TCE project.  That has much more significant impact on the residents of Meaford and you did not reach out to ask out thoughts and input. The TCE project is not a good choice for Meaford or grey county. |
| Signage for Cyclists should be up on rural roads to discourage them from biking on narrow roads and 'share the road' is difficult to do |
| Very satisfied with the snow clearing and sidewalk clearing in the winter. |
| Road and bridge upgrades/repairs should be a priority. The only roads that are comfortable to drive without trying to avoid multiple bumps or holes are in new residential areas. |
| I hope this happens sooner than later. |
| By my bias against fast drivers you may think I'm an old grumpy man. I'm in my 30s with two children and we bike and walk around meaford weekly. Our town is so small there is no excuse to drive fast, you can get anywhere in a car in 5 mins. Promote tourism here to encourage a thriving main street. Southhampton, Kincardine, Port Elgin, all towns about Meaford's size have thriving main streets because of tourism. Meaford's main street is a ghost town at 7pm on a Friday night, which is depressing for young adults who have money to spend and want to live here. |
| YOU ROCK! |
| Nothing at this time. |
| Thanks for the opportunity to comment. |
| Maintain what we have ---sidewalk by the new school should be put in and quit trying to keep up with the Blue Mountains--I never saw a survey when the new library was in question |
| Meaford is beautiful and people want to visit but get a bit frustrated with some things that seem old-fashioned and annoying. It's on a major highway but it can still be charming and an enjoyable place to go with some planning. This next comment has nothing to do with transportation, but don't let stores stay empty - give them to artists for summer galleries, etc. |

| Q14. Do you have any other comments for the Meaford TMP project team? |
|---|
| Thank you for your efforts. |
| Please have a look outside of just “Meaford” you have a pretty big area to look after and it seems like you only care about what Meaford looks like. |
| Thanks for looking for input. Well done |
| Start investing more money on road surfaces in town.I would like to see more street sweeping through the summer and washing of the sidewalks and boulevards. |
| The town is stuck in a Loop. There should be a clear and distinct connection between the “tourist” areas. Ex. Multi purpose link between Memorial Park and DT by way of Radial Trail (and Beautiful Joe) |
| Yeah, start making the former sydenham township a priority. Ever since you took over our roads have gone to hell |
| A hwy should be built around Meaford |
| Thanks for making this survey and taking appropriate actions too! |
| 1. Maintain the rural, paved roads as paved. 2. Many areas of downtown Meaford also need major work. (Prioritize budget on infrastructure and other basic, necessary services such as public safety first. Don't become another Toronto by spending millions on pet projects or "social" issues while ignoring basic services. Monies should go to core services FIRST.) |
| No |
| This plan (project) needs to moved forward along with the economic development teams... a vibrant downtown would be a draw for people. Which would make a transportation plan more effective and needed. And we are lacking that in a centre big way. |
| Remember tourism matters to our area so check to see how our beautiful town can draw in more people |
| While not a major problem, Swarthmore Dr., has been paved and that pavement for most of the street has broken up completely. Potholes are present all year long, dust is a problem as are ruts and 'cordyroy ripples' are a real problem. With more people parking at the cul-de-sac at the end of Swarthmore, to enjoy the railltrail, the road is much more busy. Re cyclists .... sometimes I think everyone needs to share the road. There are times when the cyclists take up the whole lane on busy county roads. At times there appears to be little thought of cars, trucks or farm equipment when a group of cyclists are socializing as they proceed along on a y summer morning. |
| A bus service of some kind that would help people out eg. - up Grey Rd 12 across Line 7 to 26 in a loop! |
| Within the town, the priority needs to be people centered (pedestrians, then cyclists). Cars should be last consideration. Clogging up the town with them only will make it ugly and polluted. However since many seniors require cars, perhaps some parking could be prioritized for them and others could be enticed to walk or cycle. |
| Bike rental & bike parking at the new library location! (beside or even INSTEAD of library) |

| Q14. Do you have any other comments for the Meaford TMP project team? |
|---|
| Keep it real in the planning. Forget the foolishness of Toronto area people who want everything on a silver platter. Meaford has a very small tax base. Our taxes must be used for practical needs, not frivolous whims. |
| Public transportation should be a top priority! Seven days a week, extended hours not 9 to 5! |
| drop the climate change /sustainability nonsense, the projection of population growth is laughable |
| Clean house of transportation workers who don't pull their own weight within the department. |
| Security is very important as we don't have regular policing on foot or even in vehicles. Cameras along the waterfront to begin with would be good to help tourists and young families feel safe. |
| Meaford is not prioritizing repairs. How can we add new when we dont upkeep what we have |
| The new library is a big waste of money. Everything is online these days. I guess we are stuck with it now. The price paid for that building was criminal. |
| Traffic calming in certain problem areas needs to be considered and speeding controlled through enforcement. There is no use having bylaws that are not enforced or are unenforceable. Roads which were never built to Ontario transportation standards need to be upgraded or closed. There are some potential liability issues that could be very costly to the Municipalty. |
| Fix the rural roads |
| By fixing the 10th Conc S between Grey rd 18 and Sunny Valley rd you will "meet the needs of ... rural residents" (goal 1) to "enhance safety, accessibility, equity and inclusivity" of the residents of this road who travel it regularly. In addition, this will help "to support active, healthy and livable" (goal 3) lifestyles of the residents who walk, run, and bike on this perilous road. By fixing this section of well used road (check your road counters that were put on the road last fall), you will "support environmental sustainability and climate change objectives" (goal 4) because you will not be wasting resources like cold patch fill, idling work trucks, loaders etc. and can redirect township work to other priorities. |
| NOt sure you would listen anyways to why bother??? |
| Fix some roads |
| We need daily police presence .....it is coming.....a death of a child on our conscience because people enjoy no police.....speed demons |
| From a planning perspective, we need to incorporate 'walkability'. Intensification in the downtown core enabling residents to 'walk' to retail stores and services (e.g. Library, bank, groceries, etc.) would help tremendously. |
| We desperately need transportation for the entire community that runs daily and on a regular schedule. It must go outside of town & around town. It also must be affordable. Perhaps people could buy daily, weekly, monthly or yearly passes |
| Yes, immediate repairs/reconstruction required at the 90 degree bend in Robertson Ave at its' Southeastern location |

| Q14. Do you have any other comments for the Meaford TMP project team? |
|---|
| Could local/regional public transportation needs be met by Uber or local cabs? I saw Innisfil was using Uber or similar to provide on demand transit for their community and subsidizing the trips using money originally earmarked for public transit (buses). I don't know the outcome, but it makes sense to me to experiment with that rather than operating a transit system with empty buses. |
| Yes.....get some people who have done this before instead of trying to re-invent the wheel. Lots of knowledgeable people in this area & surrounding areas. Work together. |
| If we want a green image consider permitting seasonal Golf cart use on side streets, parking near municipal office and Meaford Hall for golf carts. They take up less space but will give an image of lifestyle. Don't be the last to do it start the trend. |
| More garbage cans need to be set up in park areas and in the downtown. So people are not leaving their garbage in public areas. |
| Dont spend months developing a plan. Just get out and repair roads. In a couple of years the need could be in other areas. |
| Please do something for our neighbourhood on Edwin Street W there's more families moving here and it's no longer safe to play in our yards. I'm not sure if I posted lower speed limit would help with something please speed bumps anything |
| Thanks for asking. Always remember accessibility. |
| Thank you for asking. |
| Not right now |
| Splurge on expert consulting... this city seems to be built/put together by people that weren't quite sure what they were doing. |
| Pave gravel roads. More interconnected bike trails. Wider shoulders on roads allow safe cycling. Doing an excellent job of snow clearing each winter! |
| Could there be a trail access from the Georgian Trail to the retail stores at the top of Sykes (Bill's, etc), to increase safe and pleasant accessibility to them for pedestrians, cyclists and electric scooters? |
| Please look at: https://www.880cities.org/about-8-80-cities/ https://youtu.be/vp549gsdjnk |
| Maintain existing bridge network |
| Is there any plan for a public transport bus/system which would travel from Meaford to Owen Sound, Thornbury and Collingwood? There are many older residents in the Municipality who do not drive and are limited in where they are able to go. |
| keep residents updated on considerations being made and continue to welcome input |
| No further comments. |
| Yes get busy and get some immediate safety in pace. |

| Q14. Do you have any other comments for the Meaford TMP project team? |
|---|
| Yes, traffic calming particularly on Pearson and Ridge Roads. Lower speed limit, stop signs. More pedestrian signs. Make it a community not a highway as people use this road to short cut around downtown. No large trucks except for local deliveries. I raised this issue two years ago before the further golf course development went in without response and the matter has become dire with terrible speeding. Someone will die or be seriously maimed in this roadway without immediate reduction in speed limit, stop signs to slow traffic and more signs to bring to drivers' attention this is a neighbour not a speedway. |
| Develop a system of transport for rural residents who cannot drive and are very cut off |
| Possible round-about at Hwy 26 & St.Vincent? |
| Longer lasting road, parking space, no parking markings. |
| 4 years of advising Council about the potential of a cyclist automobile incident on 4 SR with no action increases the probability of legal action against the town. |
| We commend the Municipal officials for this admirable undertaking, but seriously hope it results in tangible, positive outcomes. For us, walking safety (people, dogs, strollers) and biking safety is extremely important. As mentioned previously, living on Pearson Street is an issue for speeding, and as such we don't feel safe when walking. |

# Appendix E – Round #2 Display Boards

# 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**

Municipality of Meaford

IBI GROUP

# Study Process and Consultation

We Are Here

## Phase 1: Study Foundation

Activities included:

- ✓ Assessed existing transportation conditions
- ✓ Identified projected population, employment and land use to 2045
- ✓ Developed the transportation vision and goals
- ✓ Identified transportation needs, issues and opportunities

### Public Consultation Round 1

We asked you:

- ✓ For feedback on the study's draft vision, goals and directions
- ✓ To help us identify the transportation needs, issues and opportunities
- ✓ Over 300 survey responses were received

## Phase 2: Recommendations

Building on feedback, we:

- ✓ Developed and assessed alternative solutions to address needs and achieve the study's objectives
- ✓ Selected the preferred solution
- ✓ Developed draft recommendations for infrastructure projects and supporting policies and strategies

### Public Consultation Round 2

We are asking you to:

- ✓ Review the needs and opportunities
- ✓ Review alternative solutions
- ✓ To provide feedback on the draft recommended projects, policies and strategies

## Phase 3: Draft TMP Report

Next steps are to:

- Update recommendations to reflect your feedback
- Prepare an implementation plan (action plan, cost estimates, timing, etc.)
- Prepare the draft Transportation Master Plan report
- Present the report to Council

### Public Review Period

The draft TMP will be available for 30 days for public review.

This is tentatively scheduled for March 2021.

# 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.

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

# 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

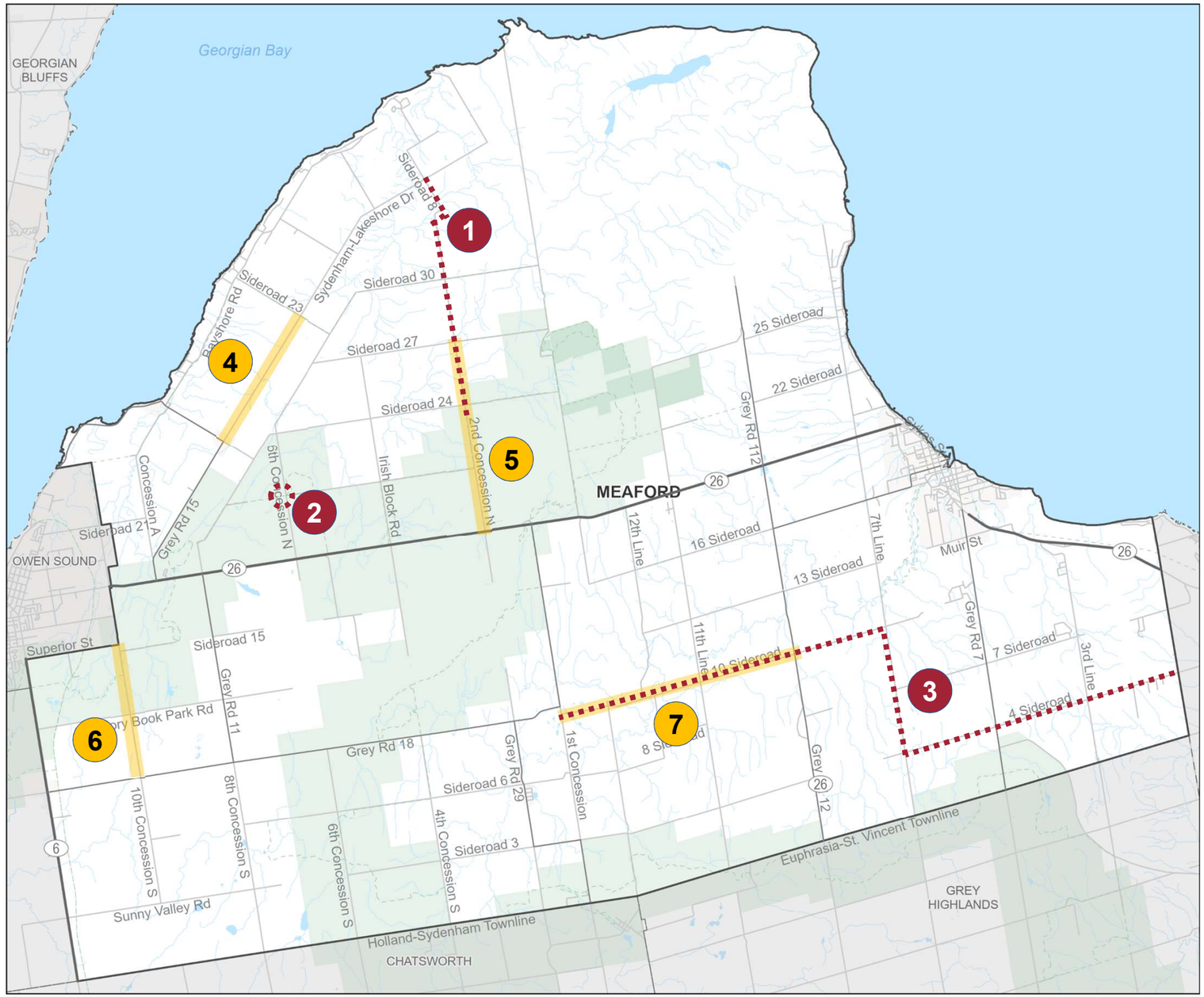
# Recommendations - Rural Roads

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.

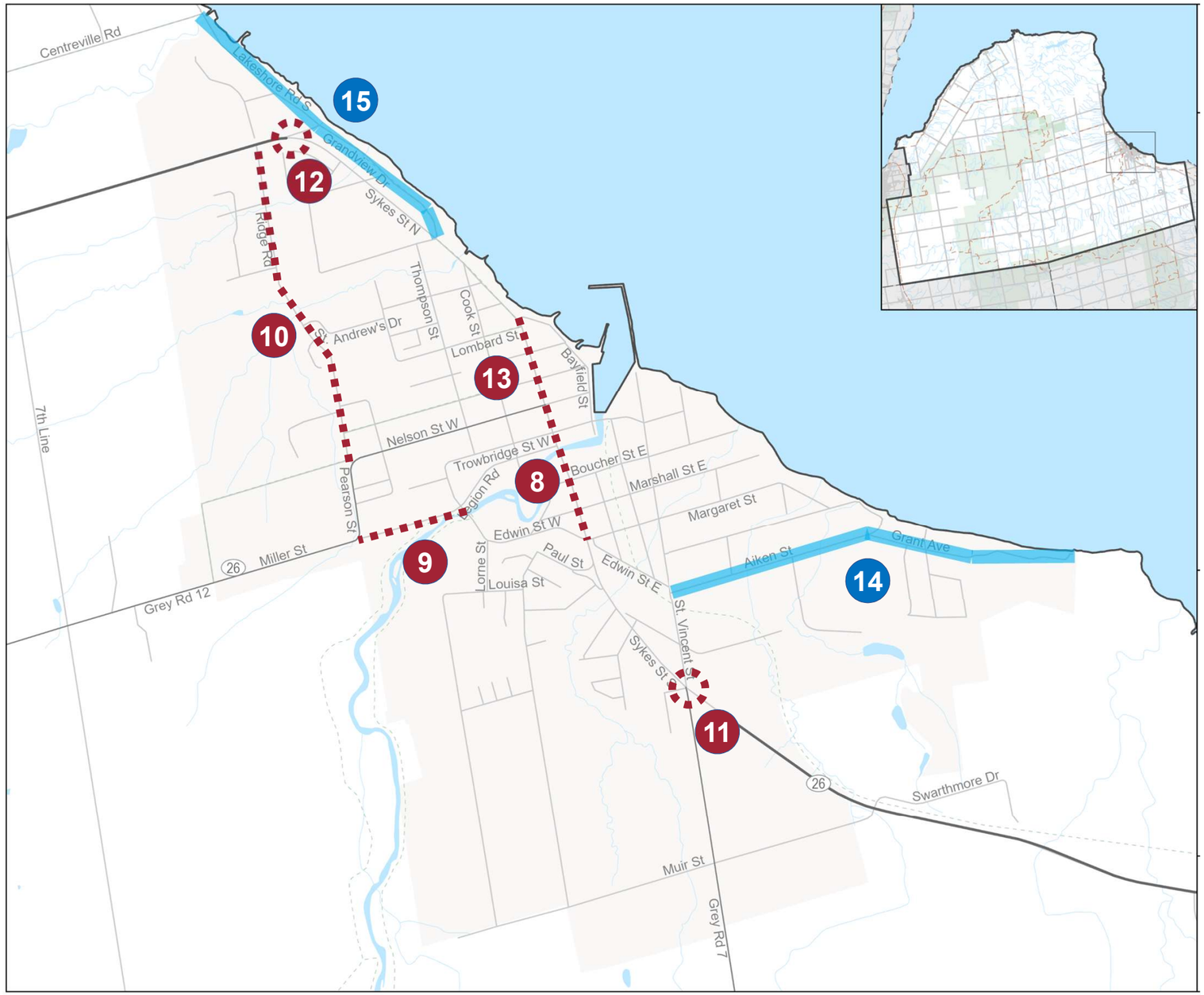
**12** **Sykes St & Ford Ave:** Further study required to determine if sight distance and safety issues require closing or turning restrictions at Ford Ave at Sykes.

**13** **Parking Study:** Review supply and demand in commercial core; update policies and by-laws across the entire community.

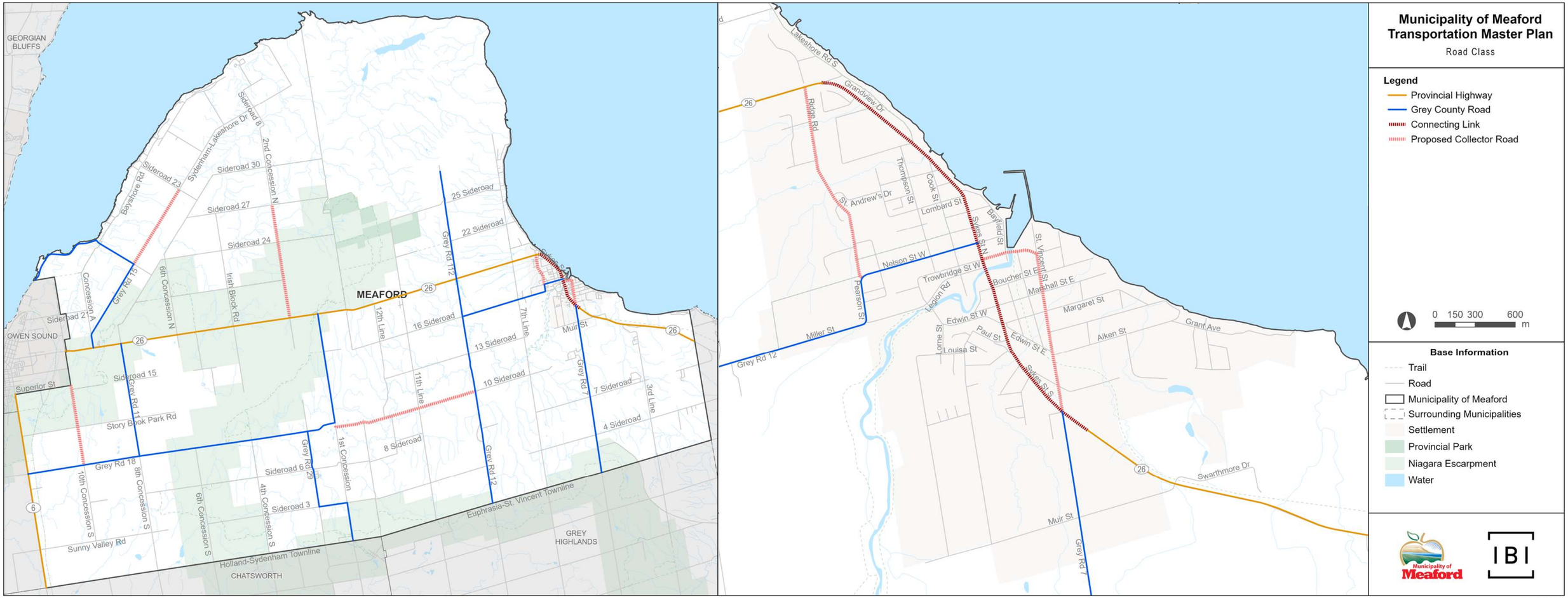
**Traffic Calming Application:** Implement soft traffic calming measures. Monitor compliance and consider hard traffic calming measures if necessary.

**14** Aiken St / Grant Ave

**15** Grandview Dr / Lakeshore Rd



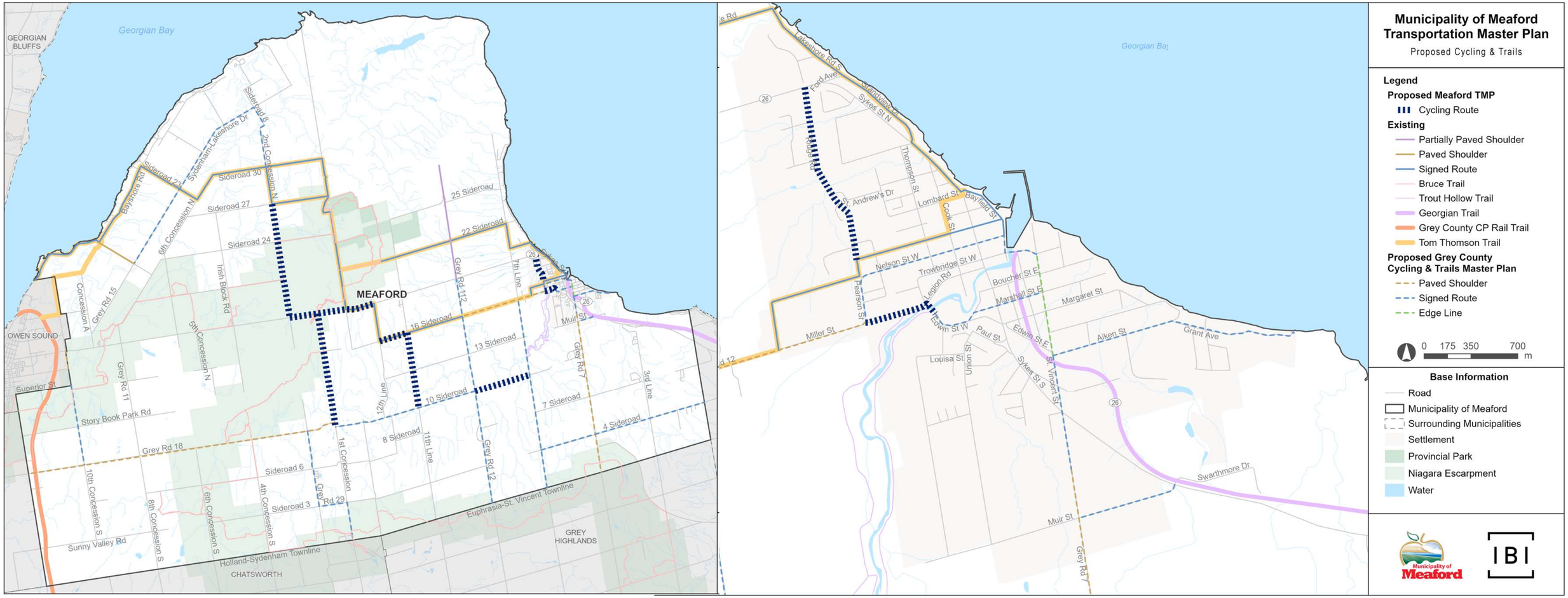
# Recommendations - Road Classification




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




**Municipality of Meaford Transportation Master Plan**

Proposed Cycling & Trails

**Legend**

**Proposed Meaford TMP**
- Cycling Route

**Existing**
- Partially Paved Shoulder
- Paved Shoulder
- Signed Route
- Bruce Trail
- Trout Hollow Trail
- Georgian Trail
- Grey County CP Rail Trail
- Tom Thomson Trail

**Proposed Grey County Cycling & Trails Master Plan**
- Paved Shoulder
- Signed Route
- Edge Line

0 175 350 700 m

**Base Information**
- Road
- Municipality of Meaford
- Surrounding Municipalities
- Settlement
- Provincial Park
- Niagara Escarpment
- Water

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

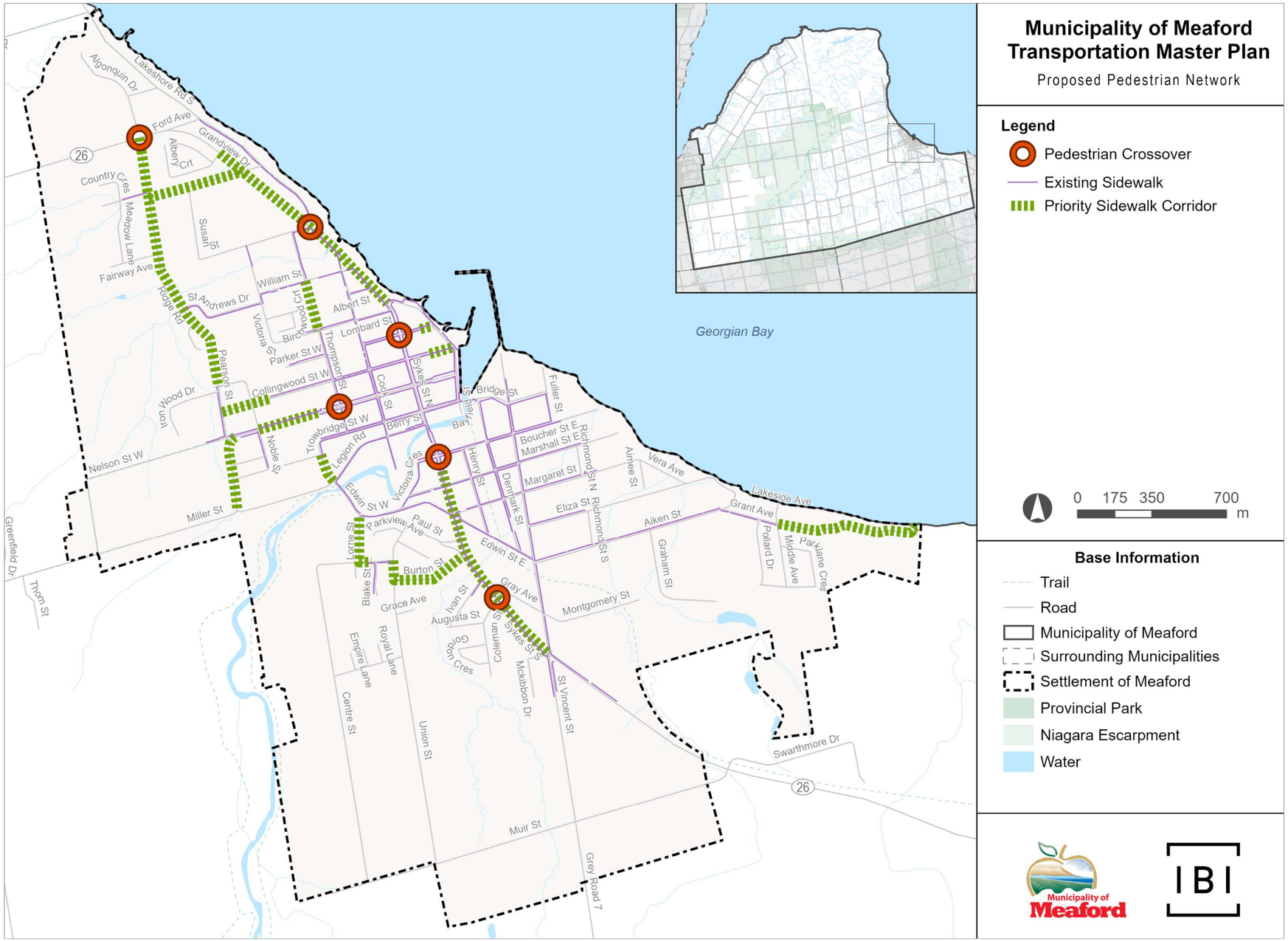
## Priority Sidewalks

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.

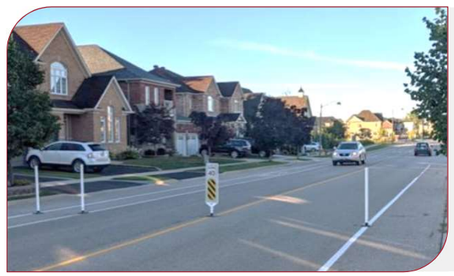
## Soft Traffic Calming

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

**Examples include:**

Enhanced signage or flashing beacons



Narrowed land widths and/or speed limit bollard

Portable radar message boards



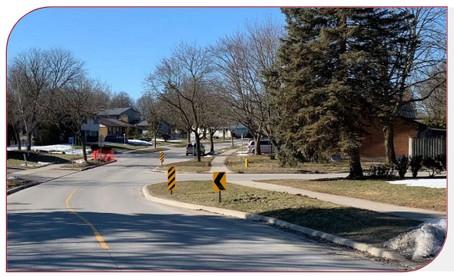

## Physical Measures

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:

- Review your feedback
- Update draft recommendations
- Develop the implementation plan (costs, timing, actions, etc.)
- Prepare the draft Transportation Master Plan
- Present the TMP to Meaford Council
- Enter the draft TMP into 30-day public review period

## 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** or call **519-538-1060 ext. 1302** to take the survey by phone.

## Stay Connected!

Visit **www.meaford.ca/TMP** for updates and to provide feedback.

## Contact the Project Team:

**Tori Perejmybida, P.Eng.**
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tperejmybida@meaford.ca

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# Appendix F – Round #2 Public Opinion Survey

## Introduction and Instructions

The Municipality of Meaford is developing its first Transportation Master Plan (TMP). The TMP is a long-term, strategic planning document that sets and prioritizes policy direction and infrastructure investment for the Municipality's transportation system.

Before completing this survey, please make sure to review the information boards available at www.Meaford.ca/TMP. This survey asks for input on the DRAFT recommendations presented in those boards. Your input will help shape the final recommendations that are intended to be implemented over the next 25 years and beyond.

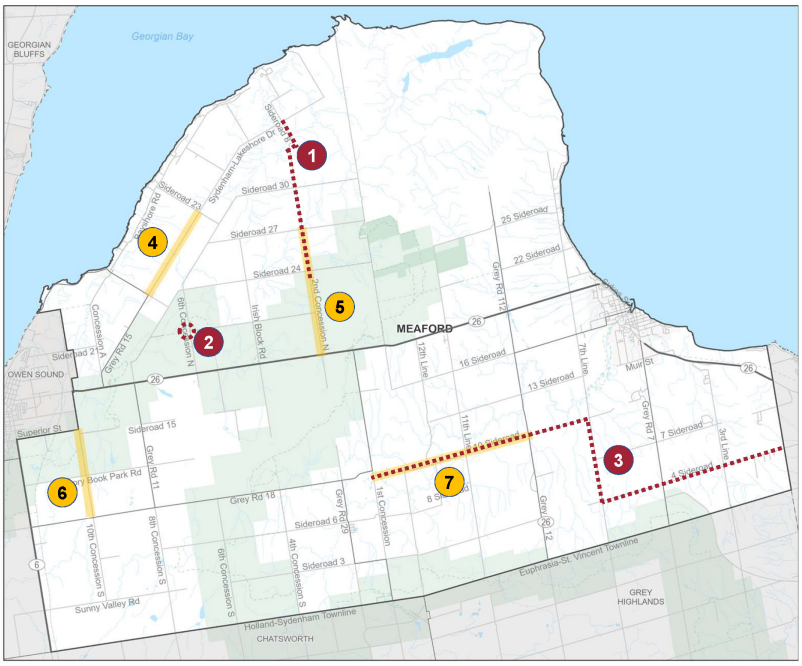
This survey should take fewer than 10 minutes. All questions are optional. Use the Next button to skip to the next questions.

# 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






1. Which statement best describes your thoughts on the rural road recommendations?

- ○ I agree with the recommendations above.
- ○ I have some concerns.
- ○ No comments.

2. Please provide any comments on the rural road recommendations:

# 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.

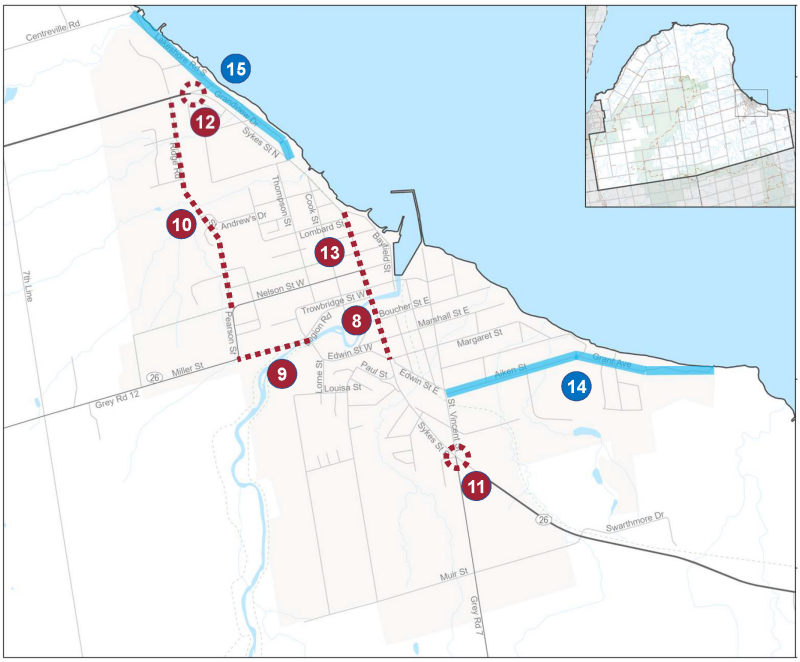
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**13 Parking Study:** Review supply and demand in commercial core; update policies and by-laws across the entire community.

**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



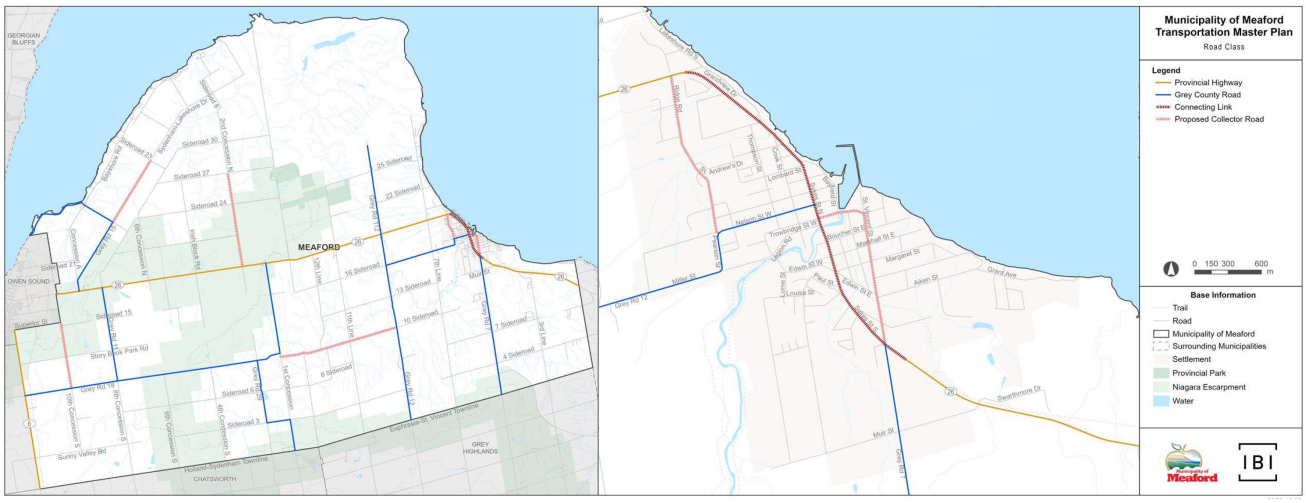



3. Which statement best describes your thoughts on the urban road recommendations?

- ○ I agree with the recommendations above.
- ○ I have some concerns.
- ○ No comments.

4. Please provide any comments on the urban road recommendations:

# 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.

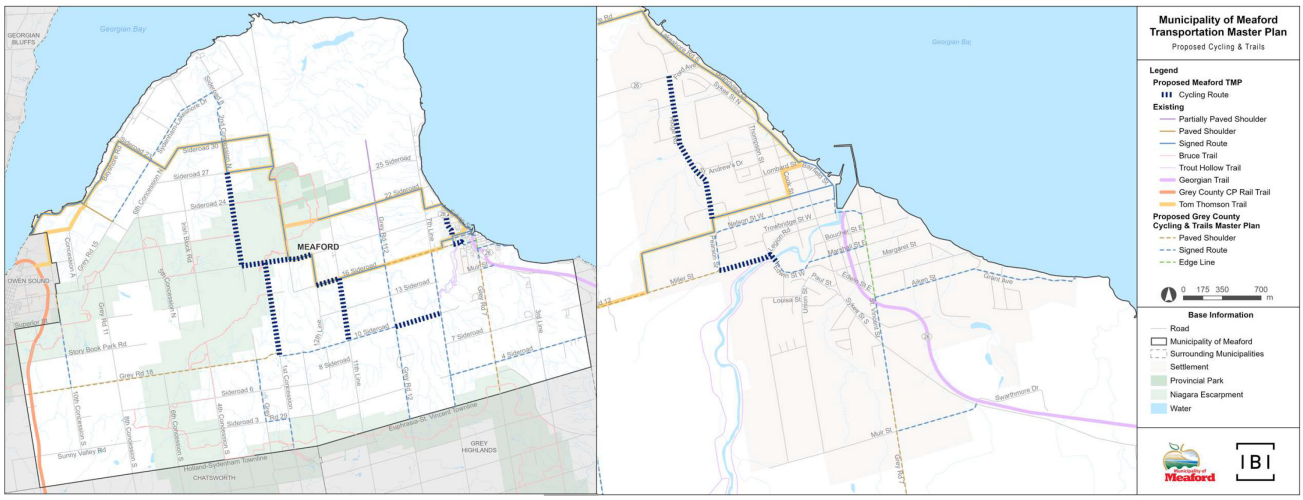


5. Which statement best describes your thoughts on the new road classification system?

- ○ I agree with the recommendations above.
- ○ I have some concerns.
- ○ No comments.

6. Please provide any comments on the road classification system:

# 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.



7. Which statement best describes your thoughts on the cycling route recommendations?

- ○ I agree with the recommendations above.
- ○ I have some concerns.
- ○ No comments.

8. Please provide any comments on the cycling route recommendations:

# Recommendations - Pedestrians

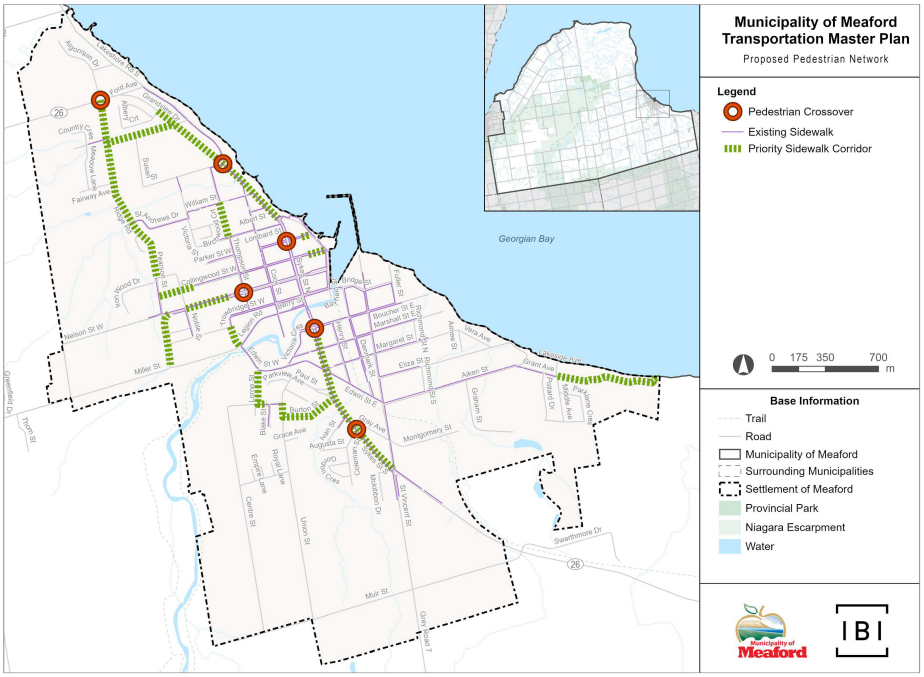
## Priority Sidewalks

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.








9. Which statement best describes your thoughts on the priority sidewalk corridors and pedestrian crossover locations?

- ○ I agree with the recommendations above.
- ○ I have some concerns.
- ○ No comments.

10. Please provide any comments on the priority sidewalk corridors and pedestrian crossover locations:

# 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






11. Which statement best describes your thoughts on the safety policy and program, traffic calming policy and community safety zone policy?

- ◯ I agree with the recommendations above.
- ◯ I have some concerns.
- ◯ No comments.

12. Please provide any comments on the safety policy and program, traffic calming policy and community safety zone policy:

## 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.



13. Which statement best describes your thoughts on the speed limits, stop signs, one-way streets and parking policies?

- ○ I agree with the recommendations above.
- ○ I have some concerns.
- ○ No comments.

14. Please provide any comments on the speed limits, stop signs, one-way streets and parking policies:

# 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.



15. Which statement best describes your thoughts on the sidewalks, cycling, rural roads and trucks & agricultural equipment policies?

- ○ I agree with the recommendations above.
- ○ I have some concerns.
- ○ No comments.

16. Please provide any comments on the sidewalks, cycling, rural roads and trucks & agricultural equipment policies:

The following questions are optional. Click Done to submit the survey.

17. Which of the following apply to you? (check all that apply)

- [ ] I am a full-time resident of Meaford
- [ ] I am a part-time resident of Meaford
- [ ] I work in Meaford
- [ ] Other (please specify)

18. If you live in Meaford, do you live in the urban area or rural area?

- ○ Urban area
- ○ Rural area
- ○ Not sure
- ○ Not applicable

19. What is your age?

- ○ Under 25
- ○ 25 to 44
- ○ 45 to 64
- ○ 65 and up
- ○ Prefer not to say

20. Stay connected! Leave your email address to receive updates about the Meaford Transportation Master Plan.

Email Address

# Appendix G – Round #2 Survey Comments

| **Q1: What do you think about the draft Vision statement? Do you have any comments on the draft Vision?** |
|---|
| Would like to see the completion of County Road 22 in Concession 12 between 11th Sideroad and St. Vincent-Syndenham Townline |
| Everything in unnecessary. |
| I would like to see the completion of County Road 22 in Concession 12 between the 11th Line and the St. Vincent Townline. |
| Upgrading of Concession 2 is a major step forward in providing residents of these neighbourhoods with direct paved access to Meaford businesses. Paving of Sideroad 18 from Concession A to Lakeshore would complete the paved access. Currently many residents of this area would rather do business in Owen Sound rather than drive on dusty gravel roads. |
| One might assume that (3) "East-West Connection" is a comparatively economical solution to divert through traffic (to Owen Sound and South Bruce Penninsula) to deal with increasing Hwy 26 traffic bottleneck through downtown Meaford (ie: Sykes Street Bridge and multiple traffic lighted intersections, 50mph posted North of Collingwood St past (West) Ridge Road). Looking at the provided map, this attempt is indirect and circuitous at best. A long route that might direct traffic from Hwy 26 using Grey Road 7 (intersection with Hwy 26) south to Sideroad 4, then "doubling back" on 7th Line to Sideroad 10 then onto Gerald Shortt Parkway to connect to Grey Road 18. While Sideroad 4 and its link into Thornbury might alleviate the need for a bypass around Thornbury as was part of a Traffic Master Plan proposal some years ago by the Town of Blue Mountains....it will not solve many other issues. Simply put there is not enough CONTIGUOUS East-West connections to EXISTING right-of-ways to the south of Meaford. Sideroad 13, Sideroad 10, Sideroad 7 all have unpaved gaps through rural lands, although the right-of-ways (shown on the Grey County GiS map service). AN EASIER SOLUTION FOR MEAFORD is to connect SIDEROAD 10 to GREY ROAD 7 that runs immediately adjacent to John, Robertson and Ross St. subdivision (off Grey Road 7). THIS WOULD ALSO EXPEDITE IN ANTICIPATION of a CONCURENT BETTER NORTH-SOUTH CONNECTION USING 7th LINE BACK TO Hwy 26. North-South movement is increasing problematically for through traffic to Markdale using the growing residential corridor on Grey Road 12 between Sideroad 13 and Grey Road 112 that includes the historic school house and church at Oxmead/Bethesda intersection with Sideroad 16 that will soon include a new Mennonite School approved by Grey County and Meaford. |
| Paving Sideroad 10 between 7th Line and Grey Rd 12 will be very costly - the profile of the road is extreme. Wondering what is going to be required in terms of building that to standard? |
| Well thought out, completely agreed with this |
| Sideroad 10 has some significant hills that would need massive land acquisition especially at the west end. |
| Closing the fast track east west corridor by upgrading Sideroad 10 bringing fast traffic through a slow rural area when there is already a perfectly good, rebuilt, upgraded County Road 40 available to do that job. Seems that inconveniencing the inhabitants is a lower priority than assisting out of area traffic to drive faster. |

| **Q1: What do you think about the draft Vision statement? Do you have any comments on the draft Vision?** |
|---|
| Why aren't we concerned about closing rural bridges. We should be concerned about permanent closers of the bridges before we start paving shoulders of the roads. |
| Hwy 26 Crossover at Ridge rd leading to Algonquin Drive |
| Crossover planned for Ridge Road to Algonquin Drive... Which is a residential limited access road. Why direct pedestrian traffic to a quiet dead-end making it business with pedestrian traffic onto a residential street with no sidewalks? This crossover will promote More foot traffic increasing risk of incidents. |
| What provisions in the plan take into account the structural upgrades needed prior to paving roads. ie; drainage, requirements for sub base integrity prior to selecting finished surface type. |
| How dense is the traffic on these roads? |
| I would like to suggest that every time a municipal road is repaved that wider paved shoulders be added to accommodate cyclists. |
| As a resident at 112 Mimi Cres in the Rockcliff Estates development I strongly agree with the 1st recommendation to pave sideroad 8 & the entire concession road 2. We own 2 BMW's and the gravel road has resulted in significant stone chips to the vehicle. Additionally, this road is now more populated due to the development in Balaclava Area but also because of the increased demand for Coffin Ridge Winery located on concession road 2. In the summer months following large rain storms the road will often get washed out and will leave very large pot holes which are made worse by the heavy farming traffic on the road. |
| SR 22 is only one of MANY rural roads that require roadside brushing, Incorrect to identify only one road. As for combing part of SR 10 into a major east-west route, that would require extensive(and expensive) construction. The steep hill east of Co. Rd. 12 has washed out at least 3 times over the past 50 years, and there are 2 more hills immediately east of it. Far too much expense, far too little benefit. I suggest scrapping that idea from the Plan |
| I think the recommendations are good and justifiable. Obviously many will want all rural roads paved but the recommendations make sense going forward. |
| Con 2 paving all the way to Lakeshore, with bike paths on both sides, will enhance accessibility to a local treasure, Coffin Ridge Winery and create a beautiful bike route. |
| How many local farmers have you consulted as they are carrying heavy loads on these roads also school bus drivers ; a slower road can be a safer road |
| In regards to the East/West connection, I am definitely NOT in favour of encouraging this proposed route or of paving the last section of Sideroad 10. Those who need to go from one side of the municipality to the other should be encouraged to use County roads like GR 40 or Hwy 26. We need to discourage and slow traffic on rural roads - we do not need a parkway. Paving Sideroad 10 is not a good solution. It has very steep hills with poor sight lines making it hazardous at the best of times. Please consider how to slow traffic down rather than speed it up. |
| #7 rural road is much too dangerous to be a formalized rural road given the hills. |

| **Q1: What do you think about the draft Vision statement? Do you have any comments on the draft Vision?** |
|---|
| Regarding Item #7 - I would not support upgrades to Sideroad 10 which would extend the Gerald Shortt Pkwy. This road has steep hills with poor sight lines. While it would save time for myself and others, I would opt for safety. Please remember this is a "rural" community. While it may be appealing to "get there sooner" via a more direct route, reality is that we want to slow traffic down not speed it up! |
| There is a major safety concern where Concession A turns into Tom Thompson lane in the former Sydenham. I have brought these concerns to town staff in past. Since then 2 cedar posts were replaced and the speed limit lowered. The area is still a serious safety issue. |

| **Q2: Which statement best describes your thoughts on the urban road recommendations?** |
|---|
| One might assume that (3) "East-West Connection" is a comparatively economical solution to divert through traffic (to Owen Sound and South Bruce Penninsula) to deal with increasing Hwy 26 traffic bottleneck through downtown Meaford (ie: Sykes Street Bridge and multiple traffic lighted intersections, 50mph posted North of Collingwood St past (West) Ridge Road). Looking at the provided map, this attempt is indirect and circuitous at best. A long route that might direct traffic from Hwy 26 using Grey Road 7 (intersection with Hwy 26) south to Sideroad 4, then "doubling back" on 7th Line to Sideroad 10 then onto Gerald Shortt Parkway to connect to Grey Road 18. While Sideroad 4 and its link into Thornbury might alleviate the need for a bypass around Thornbury as was part of a Traffic Master Plan proposal some years ago by the Town of Blue Mountains....it will not solve many other issues. Simply put there is not enough CONTIGUOUS East-West connections to EXISTING right-of-ways to the south of Meaford. Sideroad 13, Sideroad 10, Sideroad 7 all have unpaved gaps through rural lands, although the right-of-ways (shown on the Grey County GiS map service). AN EASIER SOLUTION FOR MEAFORD is to connect SIDEROAD 10 to GREY ROAD 7 that runs immediately adjacent to John, Robertson and Ross St. subdivision (off Grey Road 7). THIS WOULD ALSO EXPEDITE IN ANTICIPATION of a CONCURENT BETTER NORTH-SOUTH CONNECTION USING 7th LINE BACK TO Hwy 26. North-South movement is increasing problematically for through traffic to Markdale using the growing residential corridor on Grey Road 12 between Sideroad 13 and Grey Road 112 that includes the historic school house and church at Oxmead/Bethesda intersection with Sideroad 16 that will soon include a new Mennonite School approved by Grey County and Meaford. |
| #9 The Miller St. hill is a safety concern and should be widened, not turned into a cul-de-sac, so through traffic can continue. |
| #9 and #10 should be a priority. Do the studies as quickly as possible. ACTION is required. |
| A lot of study. We need action. It might help to explain what soft and hard measures are. |
| agree with calming for Aiken and Grant. Disagree with Miller street closure and re-structure |
| Calming traffic on Sykes between the river and Collingwood st. |
| Concern about Ridge Road Hwy 26 crossover |
| Cross walks on Sykes st / highway 26 a good idea worried about visibility of pedestrians crossing due to parking along street |
| Crossover at Hwy 26 |
| Disagree with closure of Miller St. It's a necessary access route out of town and very well used. Other options aren't good. |
| I am very excited at the thought and the possibilities for all of it but especially for the Miller street hill cul de sac idea! That would be absolutely wonderful idea & save a ton of money! |
| I support the suggestion to turn Miller St into a cul-de-sac. |
| I think the recommendations make sense and consider future use as well as present use. I think the Miller Street recommendation makes excellent sense but will be unpopular to the many cars and trucks that have used it as a short cut for years. |

| **Q2: Which statement best describes your thoughts on the urban road recommendations?** |
|---|
| I understand that Highway 26 is out of Meaford's jurisdiction, however it poses both safety and usability challenges for "downtown" Meaford. Ideally heavy traffic should by-pass the centre of town, and there should be traffic calming measures to ensure that the speed limit (40km is great) is adhered to. |
| In particular, closing off #9 (or making One Way) which is used as a cut through, including by myself |
| In regards to #9 Miller St. - while closing/blocking off this access would assist pedestrians and cyclists, it is also the primary access for many who wish to head south (towards Timmy's) for those coming from rural areas. I would opt for reducing the speed or making it one way down the hill rather than closing it altogether. |
| It might be helpful to explain what soft and hard measures are. |
| It would be even better if a heavy truck/equipment route could be created to by-pass the downtown, transport trucks going down Sykes St is not pleasant for anyone. |
| Killer St. Yes, it is narrow, steep, and dangerously close to the river bank at the bottom. However, this route has been in use forever, and I cannot recall an accident on the stretch between Pearson and Edwin St. It is a major alternative to get thru(around) the downtown, especially if you intend to go east on hwy. 26 to work or whatever. The traffic count onthis street is high, indicating much usage. Large trucks do not use it because of the narrowness of the hill. I cannot support closing this alternative route as a bypass, although flashing signage indicating a reduction in speed limit to 40 km. at both the top and bottom of the hill are necessary. Consider this....if you live on the west side of town, do youreally want to go to the corne of Sykes and Nelson instead of taking Miller St. which will get you to Tim's, McDonalds and the Beer Stor a lot quicker.....?? Ford. Ave. access to hwy. 26 should be eliminated. However, that will mean more usage of Helen St. between hwy. 26 and Grandview.....creating problems |
| Miller St although challenging along with Edwin St is a very popular bypass route. Reduce speed and make it a "Safety Zone - fines doubled" street. Traffic Calming is required on many other streets in the Urban area also. |
| Miller Street although challenging to upgrade is a very very popular bypass |
| Miller Street must absolutely be the priority… All other roads experiencing high-volume traffic are all heading to Miller Street… Remove Miller Street from the equation and it will rectify many other problems… I one hundred percent agree with the cul-de-sac. I live on Miller Street and witness on a daily basis the absolute disregard bye everyone using this as a bypass… Their so-called short cut… This is a residential that should be treated as such a lot of pedestrian traffic is on this road and I have personally witnessed numerous close calls. It is a matter of time until something really bad happens… We have lost 8 cats In our 18 years on the street five were hit by cars three never came home can only assume they were hit as well… It shouldn't have to take a person to be hit for something to be done. I had to build a 8 foot high fence just to combat the road noise to somewhat try to enjoy my yard in the summertime |
| Miller street should not be made a cul de sac. Through traffic should continue |

| Q2: Which statement best describes your thoughts on the urban road recommendations? |
|---|
| Miller Street to become culdesac could further increase Hwy 26 congestion. |
| No. 11 Sykes St and St. Vincent I would suggest a roundabout for this intersection. |
| Perhaps instead of closing Miller St, make it a one way westbound. |
| Pretty vague descriptions. What are pedestrian and cycling facilities? How about "Study traffic operations"??? What are soft and hard measures? I would suggest stop sign to control speeds like was done on St Vincent. Also closing Miller st will increase traffic on Nelson. |
| Some concerns with closing Miller Street Hill as it will effect traffic density, though it remains a reasonable alternative. |
| St. Vincent Street is definitely functioning as a collector and should be thus designated. However the absence of sidewalks on the east side is problematic, and on street parking in the summer is a definite nuisance and hazard. |
| Stop signs should be placed at intersection of Pearson St. and St. Andrews to make it a three way stop. This would significantly reduce speeding on Ridge Road and Pearson St. Add additional speed limit signage along Pearson Street and Ridge Road in both directions. Increase use of digital speed monitoring sign units on Ridge Road and Pearson Street in both directions. Increase OPP surveillance where possible. |
| Street Parking is an issue on the dead end side of Cook St. It should be limited to 2 hr parking maximum, one side of street only (the sidewalk side - when they park on the non-sidewalk side they open their doors and get out onto private property. Parking on sidewalks is a BIG problem around here. People park across and on sidewalks constantly like it is no big deal. |
| There is little point in paying for a "traffic study" - another report that goes nowhere - we have few retailers left. Let's focus on attracting retailers. We have a parking lot and street parking and I believe we have another property (Smith Tire) that could be utilized at some point. We don't need another report! We need action!! Do something - anything - try it if it doesn't work, learn and move on to the next idea. Studies are out of date the instant they are written. |
| Traffic calming should not be speed bumps or raised panels. Introduce lane narrowing, stop signs, traffic circles or increase police monitoring. |

| Q3: Which statement best describes your thoughts on the new road classification system? |
|---|
| concerned about Pearson Street/Ridge Road becoming a collector road- pedestrian safety, resident driveways with poor visibility due to curves/hills combined with increased traffic could increase already existing risk |
| Considerable future housing development will significantly impact traffic volume on Pearson Street. Speeding is a problem now, so this needs to be addressed immediately, and measures taken for the future. |
| disagree with 10 SR as connecting link |
| Explain what a collector link, road are. |
| Further to prior comments re: North-South routing, using Ridge Road and St. Vincent as "collector" roads might work for near term, but long term would be an issue due to established residential areas and also does not allow for large transport truck usage, as per connection 7th line to Grey Road 7 via Sideroad 10. |
| Great ideas |
| I think a road classification system is essential to make this plan work. People need to know what roads are designated for what forms of use and realize that when making property purchase decisions for example and for planning the type of transportation activities they engage in. |
| Map is not clear....too small to read the street names, so can't offer a comment. |
| Should have been done years ago. Why is the municipality so far behind? |
| should include more collector roads |
| The maps are a little hard to read but the classification of collector roads should line up with the existing county road network. |
| we already have our roads classified as to traffic numbers and usage(heavy trucks, farm machinery, etc) |
| What is a collector road? |
| What is the difference between a collector road and a connecting link? |

| Q4: Which statement best describes your thoughts on the cycling route recommendations? |
|---|
| How does a cycling path work with Ridge Road as a North-South "collector" road per previous? Similarly how does Sideroad 16 work as a cycle path at 12th Line where the current proposal for "Back 40 Glamping" is under review that would add 1600 car trips to this intersection (using their traffic study as part of proposal). Finally, how does a cycle path work on HIGHWAY 26 connecting 12th line to the St.Vincent/Syndenam Townline? |
| Are you lumping in walkers with cyclists as there are already concerns about fast cyclists not sharing the Georgian trail with walkers |
| As stated, speeding drivers is a major safety concern for the residents living on Pearson Street who use the road for walking, and in most places there are no sidewalks. Anticipated increases to traffic volume would impact cyclist safety, and potential cycling increases could impact walker safety. |
| Cycling presents major risk management concerns for municipalities and those responsible for upkeep, if roads are going to be designated and identified as cycling corridors. A concerted effort will be required to maintain a paved shoulder to prevent major lawsuits if conditions do not meet cyclists expectations for maintenance. This will cause concerns for maintenance staff if roads are not designed properly to accept this type of activity. |
| Disappointing that the links identified are far from the water. Practical and boring - not attractive to cyclists. We need a waterfront trail system that may be shared by all - not just cyclists. If we truly want to attract cyclists to the area, we need to look at the entire municipality not just urban Meaford. |
| GreyRd112 is popular and well paved route to lookout. Grandview Drive a good cycling route. If Miller Street becomes culdesac why not allow it to be a cycling route? |
| I am concerned that all designated routes must have a paved shoulder, one meter in width. And there should be more of them in the municipality, this plan does not call for enough connectivity. |
| i am not a cycler however this suggests cycling on Thompson Trail |
| I have no interest as a local taxpayer spending on specialised cycling routes/lanes. In my experience a minority of cyclists still drive like idiots stretched across the road where slow moving farm vehicles can appear over a hill at any moment which leaves my car in an untenable position. No amount of signage will stop this, but adding facilities will only make it worse. |
| In favour of more cycling activity, but the cost of adding paved shoulders is always a consideration. Should be examined each time a road is resurfaced, but a blanket policy will be too costly |
| It is extremely difficult to see the diagram at this scale. This needs a great deal more thought. |
| It would be good to enable safe cycling along the commercial strip of Highway 26, so that people can bike to do their shopping. Also, adequate bicycle parking in these areas would be good too. |
| Large groups of cyclists use rural roads during the summer, often blocking traffic flow. It is unsafe to pass and they do not pull over to allow motorists to get through. It has become a |

| Q4: Which statement best describes your thoughts on the cycling route recommendations? |
|---|
| very popular sport and clubs with large memberships have been formed, especially in Collingwood. They have expressed an attitude of entitlement due to their numbers. This is particularly concerning for our rural road use. |
| Miller Street must be solved… Turned into a cul-de-sac long before any bicycle traffic gets introduced that will guarantee an accident… With the high volume of traffic and the disregard to the residence of the street with high speeds adding cyclist would be disastrousWith the road as it is |
| No cycling on Hwy 26 unless fully segregated rec paths offset from the shoulders with at least a grass boulevard. |
| Not sure if I can see: Sykes is more for pedestrians and not cyclists as a thoroughfare and for accessing future High School. |
| Previously submitted but would like to add that the urban area should have a dense network of cycling routes connecting all features and services. The pandemic has highlighted that working from home is possible and maybe even preferred by some. This in combination with bike and e-bike sales exploding may indicate that young families may be able to get away with 1 motor vehicle and bike for in-town trips shopping, bank, beach, etc. Hence the need for network of bike routes. |
| Speed of traffic on Pearson St./Ridge Rd is too excessive for safety of cyclists. |
| Using more of Highway 26 for cycling is not recommended at all. The Town Line route minimizes the use of Highway 26. Collector roads unless they have paved shoulders are not preferred especially again when quieter roads such as the Town Line are available. Unless shoulders are added at road reconstruction adding later when traffic has increased has been proven to be unsuccessful. |
| Very excited about this |
| Why spend more money on these roads when they r fine the way they are. |

| Q5: Which statement best describes your thoughts on the priority sidewalk corridors and pedestrian crossover locations? |
|---|
| downtown Sykes St. is currently a ghost town with sparse pedestrian traffic. That will change eventually(we hope), but no need for additional crosswalks at this time. Jay walkers should be ticketed |
| Existing sidewalks need to be redone - uneven, broken and unwalkable. In some instances road improvements have taken out the curb, rendering the sidewalk unsafe as cars drive and park on it and they flood. |
| Extend Nelson St sidewalk on south side until it reaches the Hospital Entrance, and Provide a Pedestrian crossover from sidewalk on north side of Nelson St over to Hospital entrance |
| Great ideas |
| Hwy 26 Crossover at Ridge Road leading to Algonquin Drive is a concern as it will increase foot traffic to the dead-end community with no sidewalks and a poorly surfaced road. Please do not promote people coming across into a enclave of private residences. |
| I am wondering how the priority sidewalk corridor along Susan Street from Sykes to Ridge Road will work since at this point in time Susan curves south and does not go through to Ridge Road. Right now the only access is via a footpath that runs along the side of the river and it is accessed via the walkway between Susan and Albery Court. |
| Miller Street culdesac if a go ahead could become cyc 'll ing and pedestrian through road. High school sidewalks and safety a priority too esp. At the 5 point traffic light. |
| More sidewalks to connect to school, pool, waterfront and other popular destinations! |
| Once again you will never please everyone. I appreciate the recommendations noting the requirements under the AODA. With these routes being advertised by the municipality people can plan their routes for activities using these types of facilities. |
| Overall, any improvement to pedestrian access is welcome. However, if by example we are using the recently renovated Trowbridge Bridge, I withdraw my support. Lines of vision there are now absolutely terrible. |
| Pedestrian crossovers are helpful but six - really - why? Do they address accident prone corners? I suspect this will be another divisive issue between rural and urban dwellers. Fix the sidewalks we have before adding any. We can't seem to remove snow from sidewalks so why add more? This Municipality needs to take care of what it already has! |
| Sidewalks are badly needed in many residential areas. Living within walking distance to the school (no bus) however the only route to the school consists of 50% no sidewalks. Asking kids to walk on busy roads, especially in the winter is not acceptable even in our small municipality. Sidewalk improvements are my top priority. |
| Some should be full signalized intersections such as Ridge & 26 or Victoria & 26. Any pedestrian crossings should be signalized stop lights and only use older style amber blinking lights on collector roads. |
| The waterfront cobbled paving stone sidewalk along Bayfield needs to be maintained ALL year, not just in the summer. It is a popular walking area during winter, and the sidewalk is never cleared. |

| **Q5: Which statement best describes your thoughts on the priority sidewalk corridors and pedestrian crossover locations?** |
|---|
| There should be at least one sidewalk on each street and visibility may be a problem with crossings. eg Main Street of Owen sound |
| This survey is very difficult to read given print size. |
| Would be interesting to install a heritage loop or formalize a walking trail with signage with local historical things. Walking groups and tourists can use. Pedestrian crossing at Sykes/St.Vincent crucial as it is an unusual 5-point intersection and as future high school traffic presents safety considerations. Recommend Miller Street since it is being considered dead-end, to emphasize as through traffic for cyclists and pedestrians. |

| **Q6: Which statement best describes your thoughts on the safety policy and program, traffic calming policy and community safety zone policy?** |
|---|
| A paved shoulder policy for rural and urban roads is required. |
| A programme to lower speed limits throughout all of meaford would be a good idea |
| Automated speed enforcement would be awesome. Could consideration be given to reducing the speed limit to 40 km. |
| Common sense seems to be lacking - lots of words but no action |
| Good luck with traffic calming! Ironically, the best form of traffic calming is to leave roads in their dreadful, pothole filled, washboard condition. That works really well. |
| I have personal experience with citizens complaining about speeding traffic and a lot of it relates to the lack of consistent and available enforcement. Some of the less expensive forms of calming should be tried and could be implemented sooner rather than later. |
| My concerns relate to the speed with which some drivers are coming around the bend by Ford Ave. and past the water treatment on Sykes. Access to Sykes from Albery Court is often tricky when traffic is coming from both directions and it is hard to gauge the speed of cars/trucks that are exceeding the speed limit. With a new housing development going in opposite the medical centre the volume will certainly increase and with it the possibility of accidents. During the summer months the level of the trees and shrubs, as well as the new Meaford sign reduces the sight line to the curve. Also, it would be helpful to have a left hand turn lane from Sykes onto Albery Court. Vehicles travelling North on Sykes have a tendency to increase their speed once they have passed Johnny B's. On numerous occasions I have had cars and trucks pass on my passenger side (which means they go onto the shoulder) when I have had to wait for oncoming traffic to pass before I can turn. |
| Perhaps more 4 way stops should be implemented. A few years ago, the munic. removed several 40km/hr. zones from the urban area, leaving only the school areas with lower speed limits. I agree with more electronic/solar powered speed signs in the area of our new school being constructed. A speed reduction warning should also be placed on Grandview Dr. and Grant Ave. close to Memorial Park. |
| The municipality can't seem to manage existing programs - adding more seems unnecessary and unrealistic. TOO MUCH GOVERNMENT IN MEAFORD! |
| Traffic calming would be a start |
| What is a soft measure? Concerned about endless studies and subsequent delays to action. |

| **Q7: Which statement best describes your thoughts on the speed limits, stop signs, one-way streets and parking policies?** |
|---|
| Edwin could be converted to a one way rather than a cul-de-sac. |
| 1. Stop signs not appropriate as means of deterring through traffic: I disagree with this. While not a good sole reason for a stop sign, I think this is a side benefit. 2. Eliminating/reducing off-street parking minimums for new developments- I don't think it's right to do this. The situation on William Street with the Meaford Long Term Care Centre where there are almost always many cars parked on the street create safety issues for passing traffic, pedestrians, and cars leaving the parking lot. |
| 40 km/hr - NO - this is fine for school zones but the rest of the municipality needs to be 50km/hr or above. |
| 40km should not be the norm |
| Disagree about stop sign not being appropriate. Installing a 3-way stop sign at St. Andrews and Ridge/Pearson would definitely slow the speed of the vehicles. Strongly agree with 40 km. speed limits. |
| Disagree with the stop sign policy. They are great calmers traffic callers as long as they are not placed too close. They are deterrents to using side streets as bypasses to congested arterial roads. They work for me. Without them there seems to be a reluctance by municipalities to address these issues effectively. Sounds like a policy made up by people who don't like to be inconvenienced for safety reasons and want cars to rule. Wait until they drive over speed humps, the stop signs will come back. Heard it said stop signs encourage people to speed in between them but long streets with no stops encourages people to speed excessively or pass law abiding citizens especially where drivers are trying to avoid congested roads and are already annoyed. |
| Has any thought been given to cars parking on both sides of a busy street? This is a problem on St. Vincent Street with cars parked on both sides of the street at all times. Are one way streets essential in a small community like Meaford? |
| I do not support an urban wide 40km. speed limit. |
| I especially favour the lower speed limit. |
| I need an explanation of the intention for eliminating/reducing off-street parking minimums for new developments |
| Parking is a growing issue in the urban area and if Meaford is going to develop as a destination for tourists there needs to be recognizeable public parking as well as accommodation for those who live above stores or in multi-family units that were designed without consideration for vehicle parking. |
| Perhaps all intersections could be 4 way stops instead of some which seems to confuse a lot of people |
| Ridge Road and Pearson street are currently non-stop from Highway 26 to Nelson Street, and distance of about 1 km. This is too long, and at least one stop point should be considered. Surely, this will slow down traffic. |
| School zones should be 40km but the rest of the municipality should be 50km or above. |
| Why are we trying to slow traffic down any further. |

| **Q8: Which statement best describes your thoughts on the sidewalks, cycling, rural roads and trucks and agricultural equipment policies?** |
|---|
| Bravo! |
| Bridge and rural roads should be maintained if there is housing along those routes. Any bridge/road that is ‘no winter mIntenance’ should be decommissioned |
| Cycling paved shoulders must be added at construction or reconstruction time. Trying to add paved shoulders to existing roads when AADT reaches a threshold has been proven to not be successful. Add now or the next opportunity is 20 or 25 years later. |
| Don’t know where you will put cycle parking |
| If the county wants a cycling route maybe they should pay for it. Cyclist don’t pay into the system why should we give them so much and then let our Agriculture industry down by closing the rural bridges. |
| Municipality wastes thousands of $$$ on reports that sit idle. Many seniors would volunteer to collect the data that is needed. Make use of local "free" resources. |
| need to be aware too many signs become redundant. |
| See previous comment. Dead against spending taxpayer money on cycling route upgrades. |
| Strongly agree that heavy trucks should be restricted in community neighbourhoods. |
| The recommendations make sense and appear to find the best solution for many of the issues. |
| Under "Cycling" a paved shoulder policy is required. The single parameter of AADT of >700 vehicles a day is not acceptable as a policy. |
| We need to accommodate cyclists when it is financially possible and reasonable. There should be at least one sidewalk/street in the urban area. Where there are currently sidewalks onboth sides of the street, keep them both and do not eliminate one. As for bridge rehabilitation/replacement, add: plus the economic viablity of the rural neighbourhood. Localized economies are always vital to some who use the brides |

# Appendix H – Agency & Stakeholder Meeting Minutes

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# Minutes

| | | | |
|---|---|---|---|
| **To/Attention** | Notes to File | **Date** | June 17, 2020 |
| **From** | Scott Johnston<br>Zach Henderson | **Project No** | 124140 |

**Subject** Agency & Stakeholder Meeting #1
Conference Call
June 10, 2020, 10:00 a.m. to 11:30 a.m.

**Present**

Tori Perejmybida (Meaford, Infrastructure Services)
Liz Buckton (Meaford, Development Services)
Jessica Wiley (Meaford, Transportation & Fleet Services)
Bradey Carbert (Meaford, Assets & Technology)
Scott Johnston (IBI Group)
Zach Henderson (IBI Group)
Bill Abbotts (South Georgian Bay Cycling Coalition)
Debra Anderson (Ontario Provincial Police)
Shawn Carey (Town of The Blue Mountains)
Jorgen Fleischer (Municipality of Meaford Agricultural Group)
Trevor Ireton (County of Grey)
Tyler Jahnke (Township of Georgian Bluffs)
Herb Lemon (Municipality of Grey Highlands)
Martin Leyten (Ministry of Transportation, Ontario)
Steve Lustig (Student Transportation Service Consortium of Grey Bruce)
Jim McCannell (Town of The Blue Mountains)
Jamie Morgan (Township of Chatsworth)
Andrew Sorensen (Grey Sauble Conservation Authority)
John Stuart (Niagara Escarpment Commission)
Scott Taylor (County of Grey)
Stephan Tremblay (Municipality of Meaford Agricultural Group)
Chris Webb (City of Owen Sound)

**Distribution** Attendees

| Item Discussed | Action By |
|---|---|

## 1. Introductions and Study Background

Scott Johnston of IBI Group welcomed stakeholders to the meeting. The purpose of the meeting was to introduce the study, enable discussion between stakeholders and the project team, and gather feedback on the vision, goals, and issues.

Scott noted that stakeholder input is not limited to this meeting and stakeholders can contact the project team with input at any time.

Attendees each introduced themselves and their organizations.

## 2. Study Process and Schedule

Scott explained that the Transportation Master Plan (TMP) is a long-term, strategic document:

- It won't necessarily address all individual issues relating to transportation.
- The TMP will develop policies to help decision making.
- The TMP focuses on municipal infrastructure though policies towards County and Provincial infrastructure will be included.
- The TMP will look at all modes of travel (driving, transit, walking, cycling) as well as the movement of goods and agricultural equipment.

Scott outlined the study process, noting that draft recommendations will be presented to the stakeholder group in the Fall before being finalized.

Scott detailed the public consultation efforts to date, consisting of notice of commencement, online project materials and public opinion survey. Of the survey, 309 submissions have been received and responses are being processed. A summary report will be available in the summer. Some comments received from the public were displayed (see slides attached).

- Stephan Tremblay noted that his organization was unaware of the survey and that internet access may not always be available in rural areas. Stephan also noted that town hall meetings may be a good option for future consultation (adhering to health guidelines).
- Zach Henderson noted that while the survey was closed for the purposes of the first round of consultation, it remains open on the Meaford TMP webpage

| Item Discussed | Action By |
|---|---|
| (www.meaford.ca/TMP) and any submissions will be reviewed and documented. Additionally, a phone number is available during regular business hours to submit comments or take the survey with the help of Meaford staff (519-538-1060 ext 1302). | |
| **3. Needs & Opportunities** | |
| Scott outlined demographics, trends, and travel trends (refer to slide handouts attached). | |
| Scott listed needs and issues heard to date, including operational and safety issues, roads and bridges needing repair, the need for traffic calming process and the need for upgrading rural roads to meet the needs of the agricultural industry. | |
| • Stephan noted there is heavy construction equipment travelling on the sideroads exceeding bridge limits. Stephan added that the construction industry should be added to the stakeholder group. The project team will investigate this for future agency and stakeholder consultation. | IBI Group and Meaford |
| • Debra Anderson noted that the OPP has conducted heavy load enforcement and accompanying media campaign in Grey County as part of a partnership between municipalities as recently as Spring 2020. Meaford, however, was not involved and enforcement did not take place within Meaford. | |
| • Stephan said that there may be a need for a new east-west route from Thornbury to Owen Sound. | |
| • John Stuart noted that any east-west crossing would have to cross the Niagara Escarpment and would present ecological problems. John added that even surface upgrades within the Escarpment require a permit. | |
| • The project team will investigate the need and feasibility of a new east-west connection. | IBI Group and Meaford |
| • Chris Webb added that Meaford, Owen Sound and Grey County should coordinate when the road classification task is undertaken as there is a lot of cross-border traffic and a need for classes to be consistent across boundaries. Chris added that Owen Sound's Official Plan is being updated this year. Scott and Tori agreed to coordinate with Owen Sound as part of the road classification task. Stephan noted that his organization would support increased cooperation with Owen Sound on this. | IBI Group and Meaford |

| Item Discussed | Action By |
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| • Jorgen Fleischer asked for more information regarding the trends in the rural and agricultural areas. It was clarified that the trends and demographic data provided included all of the Municipality of Meaford. Scott agreed that the changing farm industry is resulting in a change in transportation needs (i.e. consolidation of farms). | IBI Group and Meaford |
| • Stephan noted that Liz Buckton would have copies of some presentations made by Stephan's organization regarding the economic impact of the agricultural industry, citing economic output of $16 M of commercial and agricultural activity supported by a number of rural roads. | |
| • Stephan asked that the TMP consider a policy that integrates economic productivity or similar metric into the prioritization of road work. | |
| • The project team will consider the inclusion of an economic impact metric to prioritizing road work. | IBI Group and Meaford |
| **4. Sustainable Transportation** | |
| Scott presented a map of existing sidewalks, bicycle routes and trails and known issues and needs such as the need to make active transportation more viable, gaps in the sidewalk network, increasing demand for safe cycling facilities, demand for access to recreational trails, and the need to support regional transit initiatives. | |
| • Bill Abbotts noted that the Tom Thomson Trail is an important trail in Meaford and is missing from the map. IBI Group will correct. | IBI Group |
| • Bill asked whether a paved shoulder policy will arise from the TMP. Scott responded that there is no commitment at this point, but it is something that can be looked at. | IBI Group |
| • Stephan noted that he has seen an increase in cycling traffic on side roads and gravel roads, and that his organization would support some of the network having paved shoulders to help separate cyclists from truck and agricultural traffic. He noted that with many roads needing to be rehabilitated in the coming years, there's an opportunity to plan to add these facilities in a way to support economic development and tourism. | |

| Item Discussed | Action By |
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| • Andrew Sorensen noted the many conservation areas that offer cycling opportunities in the area, adding that formal linkages such as paved shoulder routes would be useful.<br>• Bill responded noting that the Grey County Cycling and Trails Master Plan has networks to connect destinations but may have missed some of the conservation areas.<br>• The study team will analyse this in more detail when active transportation recommendations are being developed. | IBI Group and Meaford |
| **5. Vision, Goals and Directions**<br>Scott presented the study's vision, goals and directions. Attendees were encouraged to review the vision, goals and directions and provide any comments via email to either Scott, Zach or Tori. | Stakeholders |
| **6. Next Steps and Next Meeting**<br>Scott noted that minutes would be circulated, and that stakeholders should ensure that their comments have been captured accurately.<br>• Scott added that the project team is interested in hearing all comments at any time.<br>• The second agency and stakeholder meeting will be held in the Fall where the study team will present draft recommendations.<br>Tori thanked the agency and stakeholder group representatives for attending and noted that any input is appreciated.<br>• The meeting concluded at 11:30 a.m. | Stakeholders |

*These minutes are prepared to the best recollection of IBI Group. For any corrections or omissions please contact Zach Henderson (Zach.Henderson@ibigroup.com).*

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# Minutes

| | | | |
|---|---|---|---|
| **To/Attention** | Notes to File | **Date** | June 17, 2020 |
| **From** | Scott Johnston<br>Zach Henderson | **Project No** | 124140 |

**Subject** Agency & Stakeholder Meeting #2
Conference Call
January 13, 2021, 1:00 p.m. to 2:30 p.m.

**Present**
Tori Perejmybida (Meaford, Infrastructure Services)
Bradey Carbert (Meaford, Assets & Technology)
Scott Johnston (IBI Group)
Zach Henderson (IBI Group)
Bill Abbotts (South Georgian Bay Cycling Coalition)
Michael Abma (Ministry of Transportation Ontario)
Debra Anderson (Ontario Provincial Police)
Steve Dollmaier (Township of Georgian Bluffs)
Jorgen Fleischer (Municipality of Meaford Agricultural Group)
Trevor Ireton (County of Grey)
Martin Leyten (Ministry of Transportation Ontario)
Steve Lustig (Student Transportation Service Consortium of Grey Bruce)
Jim McCannell (Town of The Blue Mountains)
John Stuart (Niagara Escarpment Commission)
Scott Taylor (County of Grey)
Stephan Tremblay (Municipality of Meaford Agricultural Group)
Jason Weppler (Grey Bruce Health Unit)

**Distribution** Attendees

| Item Discussed | Action By |
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## 1. Welcome and Introductions

Scott Johnston of IBI Group welcomed stakeholders to the meeting. The purpose of the meeting was to review the draft TMP recommendations and gather feedback.

Attendees each introduced themselves and their organizations.

## 2. Study Progress

Scott presented a summary of key takeaways from the first Agency & Stakeholder Meeting that took place on June 20, 2020.

- Stephan Tremblay noted his concern that his group was not consulted since the first meeting.
- Scott responded that the intention is to reconnect today and can follow up after this meeting.

## 3. Draft TMP Recommendations

Scott presented the draft public consultation boards (refer to slide handouts attached), noting that there is a live virtual public information centre the following Wednesday (January 20, 2021).

- Preliminary slides relating to study progress, vision and goals, needs and opportunities and alternatives assessment were presented, and Scott asked the group for any comments.
- Stephan noted that he has concerns to discuss further in the meeting and via follow-up.

### 3.1 Rural Roads

Scott presented the rural road recommendations map.

- John Stuart noted that project #2 (Sideroad 22 & Concession Rd 6 intersection) is of interest to the Niagara Escarpment Commission (NEC) due to the proposed removal of vegetation.
- John also noted that projects #5 (Concession Rd 2 N collector road status and paving) and #6 (Concession Rd 10 collector road status) would require obtaining permits from the NEC. Zach Henderson noted that IBI Group will incorporate language to this effect within the TMP. **IBI Group**

The topic of the proposed east-west connection upgrade was discussed (project #3).

| Item Discussed | Action By |
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| • Stephan noted that it is desirable to see heavy traffic bypass for the Walter's Falls and Bognor areas.<br>  • Stephan presented issues with the proposed alignment, noting that there appears to be little to no consideration given to elevation changes.<br>  • Stephan described that vehicles are typically using Holland Sydenham Townline or Euphrasia St. Vincent Townline roads due to their gentler grades.<br>  • Stephan noted that a potential long-term connection could connect two segments of Side Road 4 between Grey Road 12 and 7th Line. Stephan and Scott acknowledged the difficulty in building a new road for Meaford.<br>  • Stephan noted that grain vehicles are bound for elevators on Grey Road 7 and noted issues for tractors pulling grain bins up and down hills.<br>  • Scott thanked Stephan for the detailed comments and said these comments would be looked at, and a follow-up discussion would be appropriate with Stephan. | **IBI Group** |
| • Bill Abbotts commented, echoing Stephan's comments. He also noted that paving Side Road 10 would be a challenge due to the hills.<br>  • Bill added, from a cycling perspective, he likes the connection to Gerald Shortt Pkwy.<br>  • He alternatively proposed a route that could deviate south to the Townline road and back up Grey Road 12 to connect to Side Road 4, to bypass the missing segment of Side Road 4.<br>  • Tori Perejmybida noted that the project team understands the issues with gravel and hills, but that the east-west route was added for longer-term potential. Including this route in the TMP opens up the possibility of grants or funding from higher levels of government. | |
| • Stephan asked a question about whether 11th Line was scheduled to be re-paved or converted to gravel.<br>  • Tori noted that the TMP does not typically address specific roads but looks at this issue from a policy standpoint. Paving is addressed through capital budget planning. Tori added this corridor is on the staff's radar, | |

| Item Discussed | Action By |
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| but other corridors are ahead of it. It is not planned for 2021 but is being reviewed in coming years.<br>• Stephan asked if the TMP would include criteria for prioritizing this work, noting the discussion from the first meeting about including an economic productivity metric.<br>  • Scott noted that there is a discussion about surfacing in the road policy section and that the road classification framework feeds into this as well.<br>  • Stephan noted that grain has been spilled in accidents due to the condition of the roads.<br>**3.2 Urban Roads**<br>Scott presented the recommended urban road network improvements.<br>• A discussion focused on the proposed closing (cul-de-sac conversion) of Miller St. Stephan noted that Miller St is being used today as a bypass of downtown traffic for residents travelling from west of the urban area to the commercial district on Sykes St S. Stephan added that a closure here increases the importance of the east-west route to the south.<br>  • Scott discussed the trade-offs that need to be considered for Miller St. It speeds to the role and function of the street, which is primarily intended to be local. Scott also noted that if the road were considered more of a collector road, intended to perform the function Stephan described, it would need upgrades, which may be prohibitively expensive given the physical constraints on Miller St. It would also require the installation of sidewalks and potentially cycling facilities, which is not likely possible within the narrow right-of-way.<br>  • Bill noted that he also follows that route to avoid downtown.<br>**3.3 Road Classification**<br>Scott presented the new road classification map.<br>• Stephan requested more detail on how collector roads were identified. IBI Group will follow up. | **IBI Group** |

| Item Discussed | Action By |
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- Tori noted that part of the objective of the road classification task was to identify metrics for determine which roads are selected to fill specific roles.

- Stephan requested that the TMP contain a mechanism for road classifications to be challenged by residents; or to resolve difference of opinion and needs.
- Stephan reiterated his concern from the first meeting about AADT being the most relied upon metric, and that economic impact should be part of the evaluation. He also noted that the timing of the previous counts did not capture seasonal agricultural traffic and are therefore inadequate.

### 3.4 Cycling Network

Scott presented the cycling network, noting that a segment of Highway 26 has been identified as a connection between the routes north and south of the provincial highway.

- Michael Abma noted that the provincial cycling network guides provincial investment and that Highway 26 is not identified as part of that network.
- He added that it would require significant coordination with MTO and noted that there are no capital projects planned in that area in the next five years.

### 3.5 Pedestrian Network

Scott presented the proposed priority sidewalk corridors and pedestrian crossovers. There were no comments.

### 3.6 Traffic Calming

Scott presented the traffic calming slide, which provided background information and an overview of the purpose of the new policy. There were no comments.

### 3.7 Policy Recommendations

Scott and Zach presented the proposed policies for road safety, traffic calming, community safety zones, speed limits, stop signs, one-way streets, parking, sidewalks, cycling, paving rural roads and heavy vehicles.

- Jim McCannell commented on the experience of the Town of The Blue Mountains in lowering its speed to 40 km/h. He noted that a major concern is the cost of signing all roads.

| Item Discussed | Action By |
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| • Zach noted that a potential solution is to post the default speed limit at the entrances to the urban areas, rather than on all streets.<br>• Tori noted that any default speed limit reduction would proceed through Council as a separate item and would include consultation. | |
| • Bill asked about the possibility of a paved shoulder policy relating to rural cycling routes.<br>• Scott responded that the TMP has not yet considered one but will investigate further.<br>• Zach noted that OTM Book 18 is releasing an updated guideline regarding paved shoulders for cycling routes. The TMP will likely reference that. | **IBI Group** |

## 4. Next Steps

Scott wrapped up the meeting by discussing the next steps in the process: conducting the PIC, finalizing the recommendations and the draft TMP, presenting to Council and entering the document into the public review period.

The meeting concluded at 2:35.

*These minutes are prepared to the best recollection of IBI Group. For any corrections or omissions please contact Zach Henderson (zach.henderson@ibigroup.com).*

# Appendix I – 30-Day Public Review Comments and Responses

Comments received during the 30-Day Public Review Period have been provided below. Comments have been edited slightly for clarity to remove potential identifying remarks.

| # | Comment | Response / Action |
|---|---|---|
| **1** | • I agree something needs to be done at the corner of Aiken and Graham. Too many cars simply ignore the stop sign.<br>• I also believe a sidewalk linking Memorial Park to the existing sidewalk system should be installed, very odd this was never done to accommodate tourist leaving the park or dog walkers entering.<br>• Aiken and St. Vincent are not wide enough and filling in the numerous potholes does not last for long against the RV traffic or sewage treatment plant trucks. Time to repair this small section.<br>• Finally, I would suggest changing Lakeside Ave down from the dog park into a one-way road. It's basically that size now and very dangerous for pedestrians. | • Aiken St and Grant Ave towards Memorial Park have been identified in the TMP as an initial corridor for traffic calming implementation.<br>• The segment of Grant Ave towards Memorial Park has been identified as a Priority Sidewalk Corridor, extending the existing sidewalk to the park entrance.<br>• Rehabilitation concerns for Aiken St and St. Vincent have been forwarded to the appropriate department to be considered through the Municipality's continued capital planning.<br>• Lakeside Ave has very low traffic volumes, appropriate for shared, low-speed, two-way operation. |
| **2** | • I think that this plan will be very useful from an asset management perspective, but I felt it missed a few key opportunities both in terms of economic development and vision.<br>• First on Vision. Are you aware that Meaford is selling off its right of ways? This is hardly future thinking. What about new trail connectivity and the rise of e-bikes? Once a right of way is gone and we can never get them back. We should be stopping this practice immediately! | • With regards to the road rights-of-way this, item is being dealt with by Meaford's planning department and is not a part of the transportation network at this time so was not reviewed as part of the Master Plan. Early in the process we did discuss if there was a need for any of the existing unopened road allowances to be incorporated into the plan for future use however, based on existing data and |

| # | Comment | Response / Action |
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| | • I thoroughly believe e-bikes will be a key form of transportation in the not so distant future. Their prices are already dropping, and they would be a significant asset to rural living, especially for kids getting to school. Any progressive transportation plan should incorporate this - charging platforms, routes, integration of schools, etc. The issue in Meaford will be in north south connectivity, especially 7th line (No shoulder and many blind spots). The Georgian Trail provides great access for east west connectivity (East of town) but bikers need to able to get onto there and there are currently issues with this (e.g. no access from 7th line to Christie. And nothing around Blue Mountain Townline.<br>• All new developments should have trails that connect through them. Collingwood established this early in their boom and it's served them well. This is a key element of transportation. The town is doing a parks and open spaces master plan - trails should be part of this or else a Trails masterplan should be encouraged to be developed.<br>• On Biking. You deferred bike plans beyond the Urban boundary to county. Why? This is a significant economic draw in other regions and we should get ahead of this. E.g. how do we better integrate Georgian Trail into larger networks and routes? Meaford's boundaries include some great gravel biking. We should be encouraging people to come to town as a base for rides and then have lunch / shop etc. Great opportunity for EC Dev.<br>You didn't address the issue with coming off roads and being stuck on Hwy. 26. E.g. 3rd Line and Blue Mountain Townline - no where to go except down a highway. | future simulations the road network, did not identify this is a recommended solution for connectivity. With that said Council has directed staff to complete a review of our existing road right of ways before any more are sold to ensure future planning is taken into consideration.<br>• Comments regarding trail connections and requirements of new developments were passed along to the Planning, and Parks and Facilities team.<br>• The TMP agrees that cycling and active transportation is an important mode of transportation that can often be overlooked especially in a rural community. The intention of the cycling routes is to build off the County plan. The goal is to support the County plan prior to implementing new routes identified in the Master Plan as they provide connectivity to the County roads. Council will need to endorse these plans and provide funding to proceed so it is great to hear resident support as this seems to be a polarizing item. |

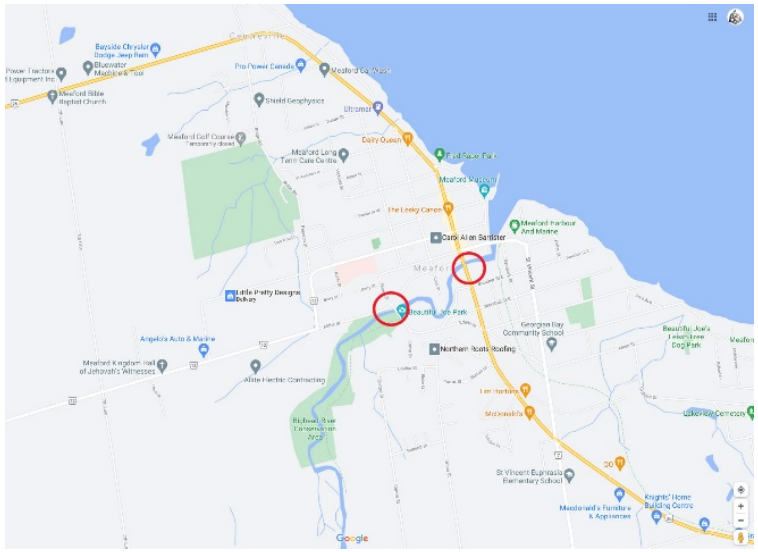
| # | Comment | Response / Action |
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| 3 | • Having read Meaford's Transportation Master Plan I wish to take this opportunity to provide some comments, in particular, to the part of the plan that deals with Miller Street between Pearson Street and Legion Road.<br>• I understand that safety is the paramount consideration in all planning matters and that the residents and other people who walk on Miller Street deserve to be safe, however I challenge the notion that the closure or 'one-waying' of Miller Street is in the best interest of many of the residents of Meaford. Although I cannot speak for everyone, there are a large number of residents who do not use Miller Street to 'bypass' downtown as suggested on page 12 of the plan, but rather as the most direct route to the east side of Meaford for the residents living west and southwest of town. To use the wording from the 'Vision' on your website, Miller Street is the most 'efficient' way for those many residents to access important Meaford businesses like groceries, hardware, restaurants and school or work in many cases. Being diverted down Nelson Street to Sykes would add a significant increase in the time needed for a round trip to any of these businesses or locations. Closing Miller Street or changing it to a one-way street would offer solutions only to the very few residents who live on or walk on Miller street while diverting the burden onto a much greater number of residents. If given the option of Miller Street closed or changed to one-way, of course the residents will choose that option (Appendix D, Pg 2), it changes nothing about how efficiently they can access the town's businesses and amenities but will affect many of us much more.<br>• Again, I would like to re-iterate that I understand public safety is a primary concern, but I urge the Town of Meaford to consider alternatives such as sidewalks and speed suppression techniques to ensure the safety of residents while not placing an | • Miller Street is a known concern area within urban Meaford which was further highlighted through background review as part of the Master Plan. It is a difficult location as the road right of way is narrow which does not allow for additional infrastructure including sidewalks, wider lane widths, certain traffic calming measures and guiderails. Through the Transportation Master Plan, it was determined that a further evaluation that is more in-depth than the master planning process is required to properly determine a preferred solution for Miller Street. The Municipality will be planning this work as part of our annual project planning which will include additional public notification prior to proceeding with any design or construction work to ensure the most effective solution is implemented to deal with the existing issues and reduce impact to road users. |

| # | Comment | Response / Action |
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| | unneeded burden on the many residents who use Miller street as the most efficient means to travel throughout the town. | |
| **4** | • The houses on Marshall Street near Sykes Street are experiencing huge noise and vibration problems going up the street due to sewer system cauldrons well above road grade. There are two sewer cauldrons on Sykes that when larger trucks with trailers hit them cause huge noise and vibration up the street. If your house shakes this is an issue. Road levelling is needed. This is also a noise issue. Due to the speeds of vehicles going down the hill on Sykes into town these cauldrons could cause a trailer rig to break or dislodge making for a serious accident.<br>• Another major concern is the speed at which many vehicles are going into the downtown section on Sykes. The average speed seems to be 80 km down the hill on Sykes. There should be speed signal signs showing vehicle speed as reminders and possible speed cameras with ticketing for a period of time. With the new school and library along Sykes we have a serious safety issue. We cannot deny this and need to add to any existing plans. Would like to hear your thoughts on these matters. | • Meaford staff will work to see if there is a remediation that can be completed this year to the raised maintenance holes within our annual operating budget to reduce the impact to drivers.<br>• The Transportation Master Plan has provided a framework for the Municipality to develop a traffic calming policy which is top priority as there are speeding concerns throughout the Municipality. The traffic calming policy will allow for soft and hard traffic calming measure to be implemented based on speed and traffic data to help reduce issues in the Municipality. Sykes Street is a candidate for this and will be reviewed once this policy is in place. We currently have an interim traffic calming process in place that is triggered by resident reports on our website (https://www.meaford.ca/en/living-here/traffic-concerns.aspx). There is more information about the process that we are currently following on the website. We have yet to receive any reports from residents about Sykes Street so a submission would be worthwhile as no recent data has been collected to date. |

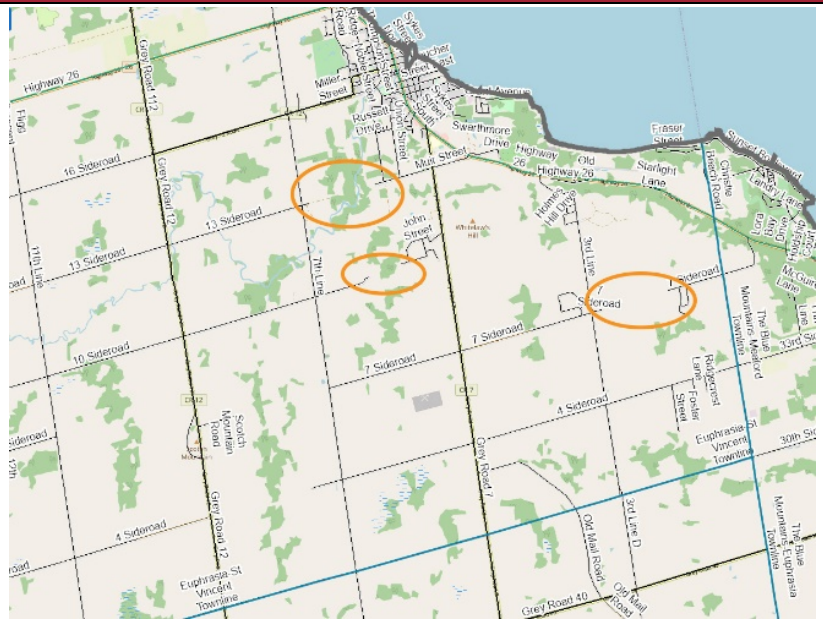
| # | Comment | Response / Action |
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| **5a** | • Thank you for emailing me the Meaford Transportation Master Plan. Such a large document, I have browsed through it but was surprised that I was unable to find any reference to Sideroad 4 (Frogs Hollow Sideroad, between Blue Mountain Meaford Townline and 3rd Sideroad.) as I know that other residents in this area had sent in their comments regarding the dangers due to speeding traffic and blind (hidden) intersections.<br><br>The road has transformed from a quiet country road to a very noisy bypass. Several years ago, when it first started to get a bit busy I was able to have the speed limit changed from 80 to 60. That took me 2 years with a lot of help from other residents in the area.<br><br>We now have rush hour traffic and a lot of these drivers are speeding. There are also lots of speeders during the day. Now that the road has been paved the sound of the traffic is much noisier. When sitting outside in the nice weather we sometimes need to halt our conversations due to the noise.<br><br>As time goes on there are more houses being built in this area so more people wanting to walk on the road even if it's just to the mail box but with the speeding traffic it's not safe. This places the municipality at risk of litigation and increased insurance premiums should there be an accident. As one resident stated, "it's not if there is an accident it's when!"<br><br>Will there be some form of traffic control i.e. police presence, radar or the new form speed monitoring which doesn't require police presence?<br><br>• I also wonder about the number of dump trucks using this road. There are many. Why are they not using Grey Rd 7 / Grey Rd 40? Those roads were built to accommodate their heavy loads. | • The Master plan does provide recommendations for a traffic calming policy that the Municipality will be finalizing following Council endorsement of the TMP. Last summer an interim traffic calming procedure was developed prior to the completion of the TMP which includes a resident reporting form on our municipal website (https://www.meaford.ca/en/living-here/traffic-concerns.aspx#). The process, if warranted, does involve coordination with the OPP to complete enforcement on roads where speeding is identified as a significant concern.<br><br>• The new Automated Speed Enforcement program in Ontario allows for the use of camera with a speed measurement device to ticket speeding vehicles. The TMP does recommend reviewing the use of these units within the Municipality however they can only be used on community safety zones. Sideroad 4 would not qualify as a community safety zone and therefore these units would not be able to be utilized along this roadway.<br><br>• The TMP has identified Sideroad 4 as a rural collector road as it provides connectivity to the County roads south of Highway 26 in Meaford. While drivers are able to utilize other routes outside of the Municipality including Grey Road 40, |

| # | Comment | Response / Action |
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| | The municipality spent a lot of money putting in bike lanes and improving the road surface. An unintended consequence is that cars and trucks drive faster and don't allow cyclists the space required by law. | Sideroad 4 is the only east west road that connects to the 7th Line south of urban Meaford and therefore is an important connector within the Meaford road network. We agree that this does not warrant speeding and can work to identify these issues and the possible solutions. |
| **5b** | (This submission was in response to the response to submission 5a)<br>• Thank you so much for getting back to me in such a timely fashion and bringing me up to date on my concerns regarding the 4th Sideroad.<br>• As you mentioned this road does not qualify for the new Automated Speed Enforcement program as it is not a Community Safety Zone. Since I am concerned about the safety of my community, how could this section (Blue Mountains-Meaford Townline to the 3rd Line) become a Community Safety Zone?<br>• Last fall I did fill out a report about speeding on the municipal website for which I did not receive a response. As our community continues to grow and there is more traffic I would like to see more safety measures in place to prevent accidents instead of dealing with the aftermath of an accident. I am not the only one in my area who is upset with the increase of speeding traffic. It seems to be a major topic on conversation here.<br>• Please let me know what steps need to be taken for this section on the 4th Sideroad to be designated as a Community Safety Zone. | • Community Safety Zones are sections of roadway where public safety is of special concern. Community Safety Zones may include roadways near schools, day care centres, playgrounds, parks, hospitals and senior citizen residences. Current Meaford only has one community safety zone located on St. Vincent Street at the school. Based on this information 4th Sideroad would not qualify to be a community safety zone. Meaford also does not current own any Automated Speed Enforcement units and does not have a plan to purchase any in the short term. We will examine partnerships for these units however as indicated this type of program can only be utilized on select locations in the Municipality.<br>• The Municipality confirms the receipt of your traffic concern report and will be following up with you further regarding the information collected and next steps based on the speed data. |

| # | Comment | Response / Action |
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| **6** | • I am sending this outline of my major concern about traffic routing over the Bighead River as Meaford approves numerous current land developments.<br><br>I believe the TMP as it stands now will create critical traffic congestion in the town center due to limited immediate Bighead River crossings with commensurate perils created for pedestrians and bicycle use.<br><br>Furthermore, the TMP does not address the lack of a contiguous road grid to the South and West of Sykes St. S (Hwy 26) that if connected roads were constructed, create another alternative Bighead River crossing for through traffic.<br><br>• I believe the same issue of river crossings has not been addressed in our neighbour town of Thornbury. Development in the Town of Blue Mountains has created kilometer long traffic backups at the Hwy 26 bridge and intersection in Thornbury with the Beaver River.<br><br>I believe Meaford can avoid similar issues coincidental with increased development by considering some ideas to efficiently route traffic through/around the town center to an additional crossing of the Bighead River.<br><br>SUMMARY:<br>• 1. Currently hundreds of new housing, apartment and hotel units are in the development process around the town center | • During the background review these network upgrades were not identified as preferred or viable especially due to the economic impact. As the TMP is a living document that will be updated every 10 years this is something that may be seen a necessary or viable in the future.<br><br>• In response to the comment regarding Ridge Rd, the intention of it being upgraded is to provide access for the new developments to the higher-order corridors (e.g. Highway 26 and County Road 12). Additional recommendations surrounding Miller St will discourage traffic from using the Edwin St crossing when coming from the northwest.<br><br>• Additionally, the sidewalk on Edwin St was extended from the bridge structure to Lorne St, where the TMP recommends a further connection to the Priority Sidewalk Network. |

| # | Comment | Response / Action |
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| | <br>• 2. There are currently ONLY TWO bridge crossings of the Bighead River, (1) Sykes St. North (Hwy 26) and (2) Edwin St., near junction of Miller and Owen Sts.<br> | |

| # | Comment | Response / Action |
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| | Each is problematic for increased [bridge] traffic. Sykes St. North involves the town center with multiple traffic lighted intersections (Trafalgar, Nelson, Collingwood Streets) slowing traffic and creating congestion that prompts drivers to look for other routes through/around town center; Edwin St. is narrow and winding with closely zoned housing and no sidewalks (Edwin closer to Sykes St. N) and provides access to Beautiful Joe Park for recreational use by families.<br>• 3. Traffic routing per PAGE 9 of the WINTER 2021 TMP update appears to advocate using Ridge Road to divert traffic from North and West of the town center from exclusively using Sykes St. N (Hwy 26). This proposal would thus direct traffic onto Edwin St. to cross the river (via Pearson to Miller St.), or alternatively onto Legion/Berry St. and to the Sykes St. N (Hwy 26) bridge.<br>• 4. There are no contiguous roads South of the Meaford town center that allow for another crossing of the Bighead River or complete an efficient and accessible road grid for traffic around the town | |

| # | Comment | Response / Action |
|---|---|---|
| | <br>Examples: no connection of Sideroad 13 to Muir Street leading to Hwy 26; no connection of 10 Sideroad to John Street Development (to Grey Road 7/7th Line), no connection of 7 Sideroad East of 3rd Line.<br>• 5. Although PAGE 8 of the WINTER 2021 TMP update advocates "Rural Collector Roads: will be upgraded to a higher standard..." and "(3) East-West Connection: Longer-term corridor upgrades including paving segment of Sideroad10" it is proposed that traffic use a long route connecting "(7) Gerald Shortt Pkwy/Sideroad 10" with Grey Road 7 via 4 Sideroad. This an unnecessary long route that even bypasses 7 Sideroad that could connect earlier on the grid with 7th Line (leading to Hwy 26). | |

| # | Comment | Response / Action |
|---|---|---|
| | The following was submitted by the same resident in response to the response received.<br>• Upon review, I see I missed a bridge crossing of the Bighead River (for a total of 3), interestingly on "Bridge Street" :)<br>• Crossing the river [mouth] at the Harbour leading to Vincent St, is arguably problematic like the Edwin St. bridge for increased traffic to mitigate town center congestion via Sykes St. bridge, since the harbour area has pedestrians, tourists, boat owners etc. and even the Rotary Club Pavilion during events.<br>• St. Vincent St. also can likely anticipate increased traffic due to the approved SkyDev "Knights Harbour" development via access from Boucher. A challenging set of issues as the area develops and why I wanted to comment.<br>• A few years ago, I saw a bypass option for Thornbury and the Town of Blue Mountains being studied. It is why I also wanted to comment on the lack of connected roads in the Meaford grid, since in the long run using an enhanced road system perhaps grounded on 7th Line would seem to be critical to ensure the town center maintains its unique charm and character we all appreciate. | |
| **7** | • Sideroad 7 is a gravel road between the 3rd and 4th Lines. It is only partially plowed in the winter. During the spring, summer and fall cars and trucks use the sideroad as an alternate to highway 26. It is also used by bicyclists and walkers, many with their dogs. It is also used by ATVs, some of them driven by teenagers and even younger children, sometimes without helmets. (ATV use and enforcement is another issue which the plan needs to address.) | • The TMP is focused on road network planning and policy updates to ensure that the Municipality is planning for future road use within Meaford. The TMP does recommend road surface type in the rural area based on traffic counts. The thresholds identified in the TMP are 400+ cars a day for an asphalt surface, 200+ cars a day for a surface treated road and granular surface for all roads with a daily |

| # | Comment | Response / Action |
|---|---|---|
| | • The major issue we want to highlight in this brief submission is the dust generated by drivers on the road, particularly when they are driving fast. The legal speed limit on this sideroad is 80 kilometres an hour, the same speed allowed on Highway 26. This is a health and safety issue.<br>• Our sideroad is supplied with new gravel every 3 years and a layer of calcium is applied yearly to suppress the dust. This suppressant is effective for a while, but once the heat rises, the dust generated from the road blows north, ends up in our gardens, our lawn, our house and most significantly our lungs. We have called the roads department on many occasions (this has gotten worse each year with heavier traffic, more people speeding, and the increasingly hot weather due to climate change) and have yet to have an adequate solution proposed.<br>• Possible resolutions:<br>1. Pave the road; however, it is clear given the guidelines for instituting paved roads (minimum 400 cars a day), that this part of the sideroad will not be paved—but interestingly the portion of sideroad 7 west of Grey 7/4th Line (also known as Nighthawk Valley Road) is paved and we doubt 400 cars use that road! We would not advocate this solution in any event given the expense and because it would likely encourage even heavier traffic and more speeding.<br>2. Reduce the speed limit (as on St Vincent Crescent, max 50Kmh).<br>3. Post for local traffic only. Through and by-pass traffic can be directed to Frogs Hollow Road (SR4, already paved) and the new east-west rural road corridor (SR 10 and the Shortt road).<br>4. Post signs asking drivers to slow down due to dust conditions. | traffic count less than 200. The section of 7 Sideroad that you live on has a traffic count of 56 cars a day and therefore at this time does not warrant upgrading.<br>• With regards to dust control, our current program includes granular placement and dust suppressant application on a 3 years rotation. For all hills, corners and houses close to the road dust suppressant is applied on an annual basis. This program is based on Council direction that was implemented in 2017. If you have concern with the current service level, you can reach out to Council to ask them to implement changes to the service standard. Hopefully with the wet weather we have been experiencing recently the dust has subsided. We know that this spring was exceptionally dry which resulted in more dust concerns throughout the Municipality. |

| # | Comment | Response / Action |
|---|---|---|
| | 5. Institute “traffic calming” options as outlined for Meaford itself.<br>6. Spray the road more frequently with the current suppressant and/or use a more effective dust retardant, even if only on those sections of the sideroad that front houses and gardens.<br>• Mindful that we are submitting suggestions for a small portion of the Meaford transportation routes, we appreciate the chance for input. Rural unpaved roads provide wonderful walking and cycling opportunities, but speeding drivers, heavy trucks and dust-prone roads are not conducive to pleasant outdoor experiences. Nor given our proximity to the road, do we as tax-payers enjoy the dust! | |



## Appendix J

# Maps

Municipality of Meaford

# Transportation Master Plan

July 2021

# Municipality of Meaford Transportation Master Plan

Road Improvements

**Legend**

- Provincial Highway
- Grey County Road

1. Sideroad 8 / Concession Rd 2 N – Corridor upgrade and paving
2. Sideroad 22 & Concession Rd 6 – Intersection maintenance
3. New East-West Corridor – Corridor upgrade and paving
4. Lakeshore Dr – Collector road designation
5. Concession Rd 2 N – Collector road designation
6. Concession Rd 10 – Collector road designation
7. Gerald Shortt Pkwy / Sideroad 10 – Collector road designation

0 1 2 4 km

**Base Information**

- Trail
- Road
- Municipality of Meaford
- Surrounding Municipalities
- Settlement
- Provincial Park
- Niagara Escarpment
- Water

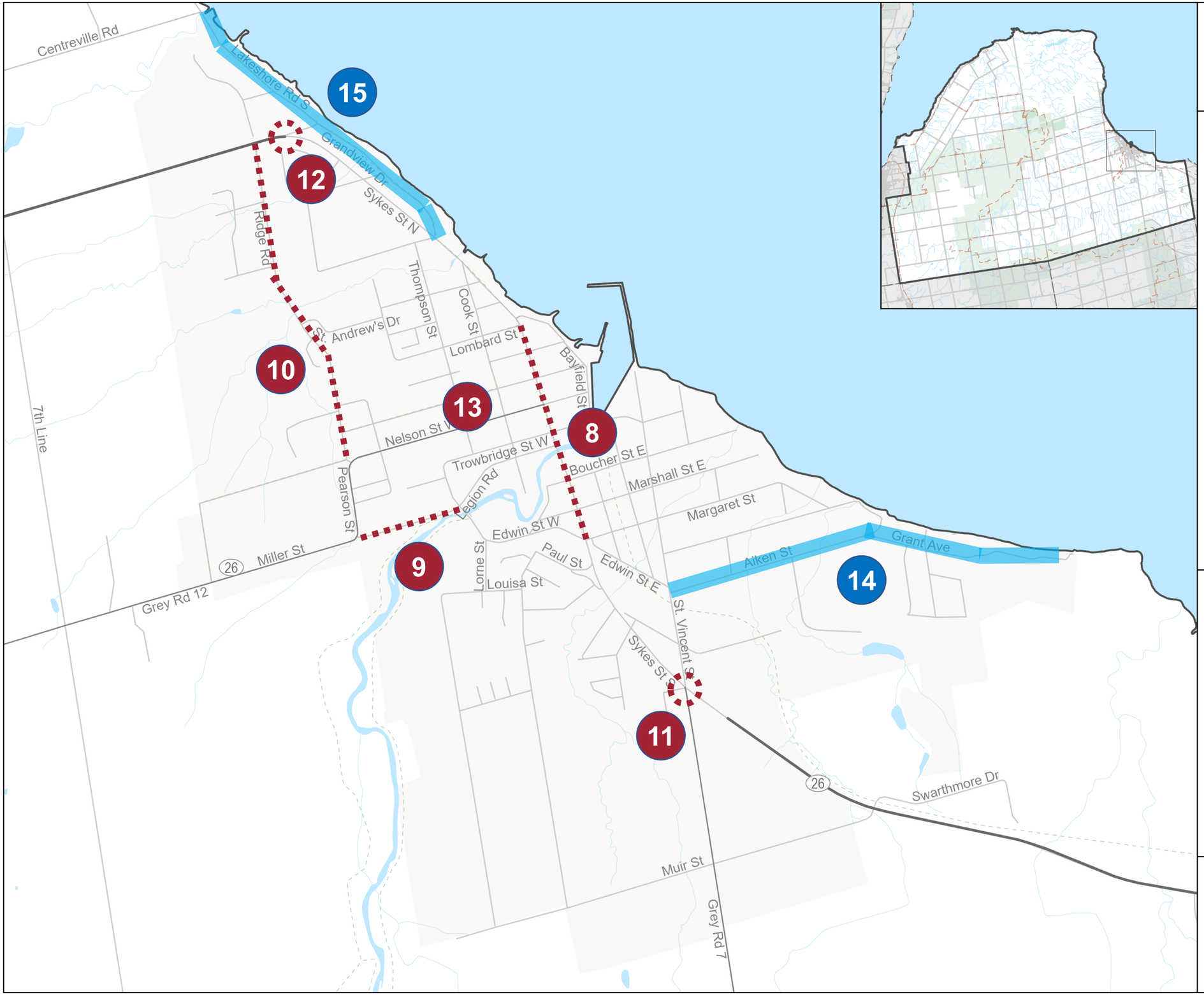
Municipality of Meaford

IBI

2020-12-02

# Municipality of Meaford Transportation Master Plan

Road Improvements






**Legend**

- Provincial Highway
- Grey County Road

8. Sykes St – Traffic operations study
9. Miller St – Study and implementation
10. Pearson St / Ridge Rd – Study and implementation
11. Sykes St & St. Vincent St – Intersection modification
12. Sykes St & Ford Ave – Intersection modification
13. Downtown Core – Parking study and by-law review
14. Aiken St / Grant Ave – Traffic calming application
15. Grandview Dr / Lakeshore Rd – Traffic calming application

0 0.15 0.3 0.6 km

**Base Information**

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Municipality of Meaford

IBI

2020-12-02

# Municipality of Meaford Transportation Master Plan

Road Class

**Legend**

- Provincial Highway
- Grey County Road
- Connecting Link
- Proposed Collector Road

0 1 2 4 km

**Base Information**

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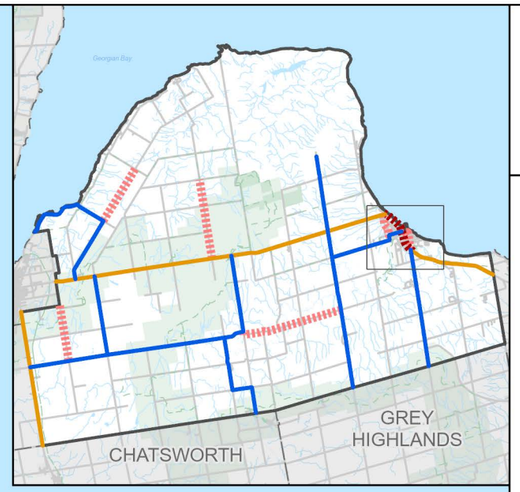
Municipality of Meaford

IBI

2020-12-02

# Municipality of Meaford Transportation Master Plan

Road Class




**Legend**

- Provincial Highway
- Grey County Road
- Connecting Link
- Proposed Collector Road

0 150 300 600 m

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Municipality of Meaford

IBI

2020-12-02

# Municipality of Meaford Transportation Master Plan

Proposed Pedestrian Network




**Legend**

- Pedestrian Crossover
- Existing Sidewalk
- Priority Sidewalk Corridor

0 175 350 700 m

**Base Information**

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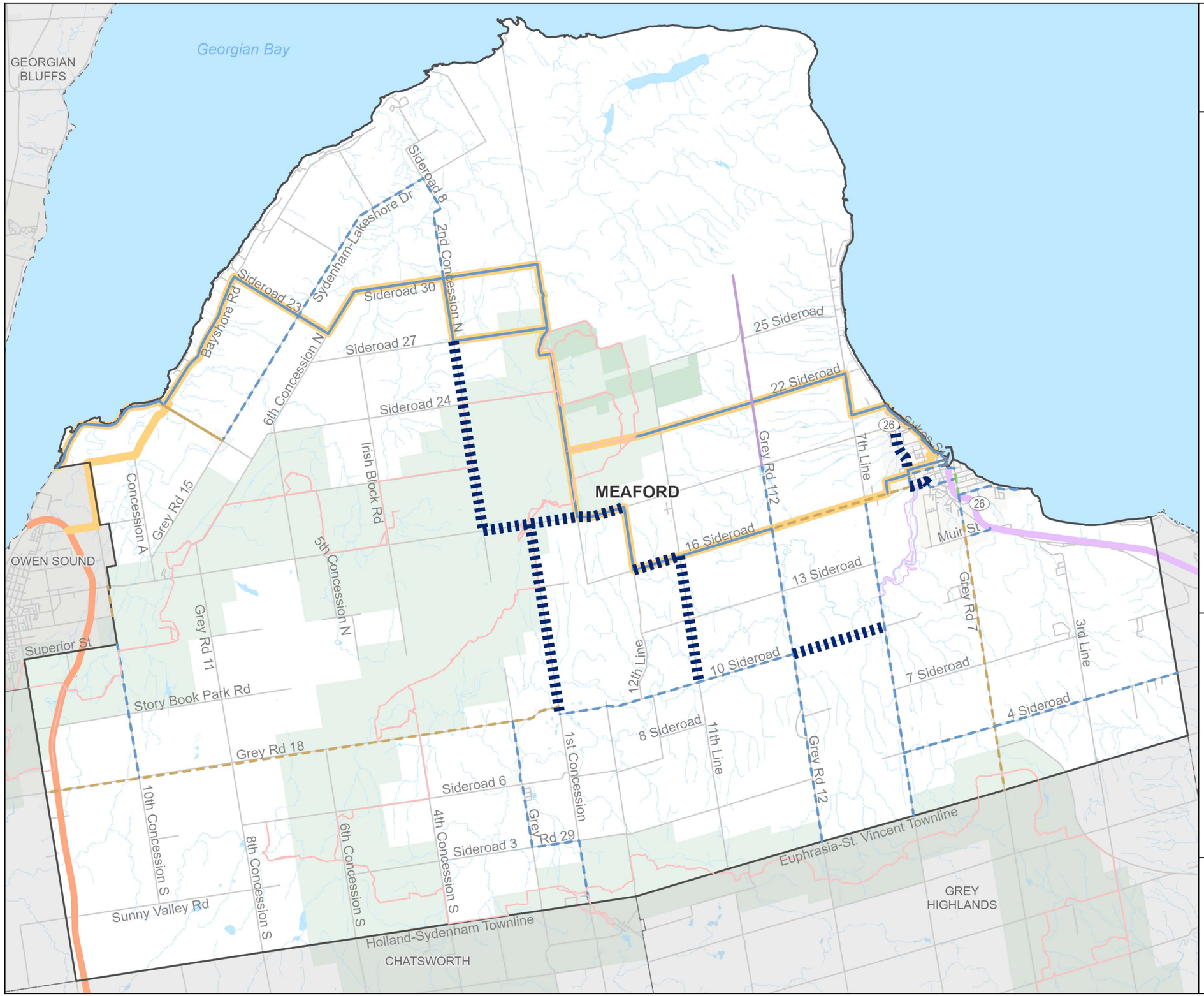
Municipality of Meaford

IBI

2021-04-14

# Municipality of Meaford Transportation Master Plan

Proposed Cycling & Trails




## Legend

**Proposed Meaford TMP**

- Cycling Route

**Existing**

- Partially Paved Shoulder
- Paved Shoulder
- Signed Route
- Bruce Trail
- Trout Hollow Trail
- Georgian Trail
- Grey County CP Rail Trail
- Tom Thomson Trail

**Proposed Grey County Cycling & Trails Master Plan**

- Paved Shoulder
- Signed Route
- Edge Line

0 1 2 4 km

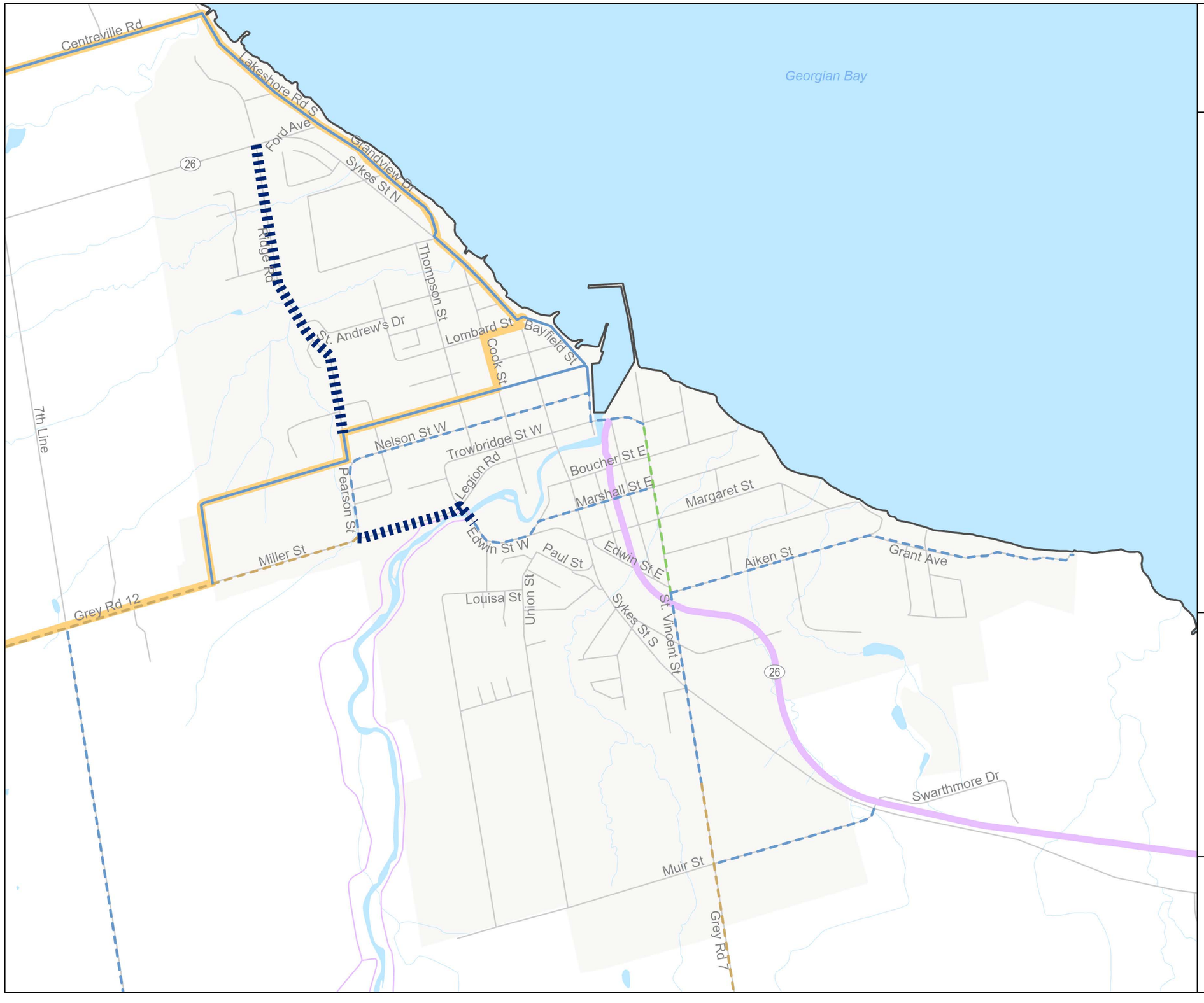
**Base Information**

- Road
- Municipality of Meaford
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Municipality of Meaford

IBI

2021-01-05




# Municipality of Meaford Transportation Master Plan

Proposed Cycling & Trails

**Legend**

**Proposed Meaford TMP**

- Cycling Route

**Existing**

- Partially Paved Shoulder
- Paved Shoulder
- Signed Route
- Bruce Trail
- Trout Hollow Trail
- Georgian Trail
- Grey County CP Rail Trail
- Tom Thomson Trail

**Proposed Grey County Cycling & Trails Master Plan**

- Paved Shoulder
- Signed Route
- Edge Line

0 175 350 700 m

**Base Information**

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Municipality of Meaford

IBI

2021-01-05