To: Warden and Members of Council
From: Peter Nielsen, Manager, Engineering and Design
       Doug Saccoccia, P. Eng., Assistant Manager, Engineering and Design
Date: August 7, 2019

Subject: INF 2019-019 - Transportation Master Plan Update Technical Advisory Committee

Recommendation:
That Council receive this report for information purposes, and further;
That staff be directed to convene the inaugural meeting of the Technical Advisory Committee of the Transportation Master Plan update project with Committee representatives from County Council, local and First Nations Communities, and further;
That the Warden and Deputy Warden make contact with prospective representatives of the County, local and First Nations Communities to determine interest and availability for participation on the Technical Advisory Committee of the Transportation Master Plan update prior to August 28, 2019, and further;
That names of participants for the Technical Advisory Committee of the Transportation Master Plan be announced at the August 28, 2019, Council meeting.

Overview
Council approved the 2019 budget which included the update of the Transportation Master Plan (TMP) and was last revised in 2014.

The goal of the TMP is to define a long-range transportation network in order to make the County’s roadway system more accessible, connected and efficient with consideration for the needs of pedestrians, cyclists, motorists and goods movement, while enhancing safety and accessibility, promoting sustainability, reducing environmental impacts and supporting economic development.

Background
The 2019 TMP update will achieve the following objectives as previously established during the 2014 TMP update:
a) Identify short and long term growth related to future transportation infrastructure needs
b) Identify transportation network improvements to best address future needs
c) Identify improvements to County transportation policies and standards
d) Estimate costs to implement TMP recommendations
e) Engage the public and agencies in the TMP update process
f) Satisfy requirements of Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process (MCEA).

An important step for the TMP project is to establish a Technical Advisory Committee (TAC) which will provide:

a) Input and guidance to the project team in order to develop and achieve its mandate;
b) direction to staff in the development of a terms of reference for a Request for Proposal (RFP) that will be used in the hiring of professional consultant support for the TMP project, and;
c) advice and recommendations to County Council concerning the TMP update.

During the development of the TAC mandate, mission and vision statements will be confirmed along with the TAC project scope, which will provide guidance to the TAC members in order to complete their tasks.

The TAC will confirm the scope of work that is to be completed by the consultant through the award the RFP that may include, but not necessarily be limited to, the following topics:

1. Review of Road Classification System & associated design criteria;
2. Review of current and candidate Special Character Roads;
3. Fiscal analysis and projection of funding requirements for projected infrastructure needs;
4. Traffic modelling of transportation network based on traffic growth projections;
5. Bridgenorth Growth Area - transportation network requirements and community needs;
6. Review of transportation network collision data;
7. County roads and bridge construction and reconstruction - Design Guidelines and Standards;
9. Policy development:
   a. Policy review for Oversized/Overweight Vehicles Loads;
   b. Setback Policy for buildings/structures adjacent to County roadways;
   c. Levels of service for the County road network;
   d. Designation of No Truck Routes;
   e. Application of Equivalent Single Axle Load (ESAL) in pavement design;
   f. Application of pavement markings;
   g. Assessing impacts of traffic noise on lands adjacent to the County road network;
   h. Illumination of rural intersections;
i. Road Transfer/Rationalization Policy;
j. Global speed limit review.

10. Intersection review;
11. Use of Off-Road Vehicles (ORVs) on County roadways;
12. Review of the Ministry of Transportation (MTO) Connecting Links Program;
13. Review of MTO Emergency Detour Routes (EDR);
14. High speed rail and municipal connectivity;
15. Rural transit systems and municipal connectivity;
16. School zones review;
17. Autonomous vehicles and impacts to the County transportation network.

When reviewing information provided by staff, consultants and the public and ultimately when making TMP recommendations to County Council, TAC members will consider aspects related to safety, accessibility, environment, community engagement, sustainability and fiscal responsibility.

The structure of the TAC is proposed to be comprised of the following representatives:

**County of Peterborough, Local and First Nations Communities**

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<th>Position</th>
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<tr>
<td>County Warden</td>
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<td>County Deputy Warden</td>
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<td>County Councillor-at-large</td>
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<td>County Councillor-at-large</td>
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<td>City Councillor-at-large</td>
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<tr>
<td>Curve Lake First Nation</td>
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<td>Hiawatha First Nation</td>
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**Staff**

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<th>Position</th>
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<tr>
<td>Director of Infrastructure Services</td>
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<tr>
<td>Manager, Engineering &amp; Design</td>
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<tr>
<td>Assistant Manager, Engineering &amp; Design</td>
</tr>
<tr>
<td>Infrastructure Services, Executive Assistant</td>
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<tr>
<td>Director of Planning</td>
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<td>Manager, Planning (alternate)</td>
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Consideration was given made by the Leadership team with respect to the possible coordinating integration of the County’s TMP with the City of Peterborough’s Transportation Master Plan process.

It was recognized that, while roadways connect both communities at numerous geographic locations, the characteristics and function of each others road networks are dissimilar and that transportation infrastructure needs for both rehabilitation and growth related needs are variable.

The County’s transportation network is primarily comprised of rural road cross-sections with traffic operating at higher speeds and lower traffic volumes. The City’s transportation network is primarily comprised of urban road cross-sections with traffic operating at lower speeds and higher traffic volumes.

Similar to the City of Peterborough’s Transportation Master Plan, the County’s TMP is an integral component of the Official Plan which is a stand-alone document intended to support the future planning of the County and lower tier municipalities. Addressing shared integration of each others interests will be important for the overall growth of the region and achieved through the participation of City of Peterborough’s participation on the County’s TAC will help to integrate key transportation issues and needs, representatives on the County’s TMP TAC.

Financial Impact

The 2019 budget includes $125,000 for the commencement of the TMP update continuing into 2020 with $125,000 identified in the 10-Year Capital Forecast.

The Request for Proposal for the TMP project will include a bid form that will present an itemized cost for each item included in the Scope of Work. Provisional items for additional Public Information Centres or Community Engagement Meetings will be costed as well.

Anticipated Impacts on Local and/or First Nations Communities
The TAC is to include representatives from the County, local municipal and First Nations Communities in order to develop a broader perspective of community transportation needs within this region.

Prior to the August 28, 2019, Council meeting, it is requested that the Warden and Deputy Warden make contact with prospective representatives of the County, local and First Nations Communities to determine interest and availability for participation on the Technical Advisory Committee.

Names of participants with the TAC are to be announced at the August 28, 2019, Council meeting.

**Infrastructure Asset Management Impact**

Council received and approved the 2019 Asset Management Policy and Plan on February 20, 2019, which identified significant challenges to sustaining its aging infrastructure assets. It identified a $53M infrastructure deficit over the next 10 years; to fully close this gap an approximate $9,985,243 (2019) would be necessary. This project is partially funded from the dedicated 2% infrastructure levy used for projects related to roads, culverts, and bridges.

**Link to County of Peterborough Strategic Plan Priorities**

Improved Essential Infrastructure

Financial Sustainability and Fiscal Responsibility

**In consultation with:**

1. Leadership Team

**Communication Completed/required:**

Upon establishment of committee representatives from County Council, local and First Nations Communities, other committee members will be contacted with requests for participation.

**Attachments**

1. May 27, 2015 – TMP Summary Presentation to County Council

Respectfully Submitted,

Peter Nielsen, C.E.T.  Doug Saccoccia, P. Eng.
Manager, Engineering and Design  Assistant Manager, Engineering and Design
Study Purpose

- Update of 2004 County Transportation Master Plan (TMP)
- Identify short and long term growth related infrastructure needs
- Identify transportation network improvements to best address needs
- Identify improvements to policies and standards
- Identify costs to implement Plan recommendations
- Engage the public and agencies in the planning process
- Satisfy requirements of Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process
Consultation

PIC No. 1
Wednesday, September 21, 2011 – Bridgenorth Public Library
Saturday, September 24, 2011 – Buckhorn Public School

PIC No. 2
Tuesday, August 28, 2012 – Millbrook Legion
Wednesday, August 29, 2012 – Bridgenorth Public Library
Thursday, September 6, 2012 – Asphodel-Norwood Community Ctr.

PIC No. 3
Wednesday, November 28, 2012 – Keene Fire Station
Thursday, November 29, 2012 – Lakefield Arena/Community Ctr.

Phase 1
Problem / Opportunity
Data Collection & Review
Identify Problems and Opportunities

Phase 2
Alternative Solutions
Examine Alternatives
Develop Implementation Strategy
Transportation Plan

TMP Development

- Review 2004 TMP
- Assess changes since 2004
- Review trends influencing growth in region
- Gather data and assess existing transportation network
- Update growth forecasts
- Forecast/model future deficiencies
- Consult, consult, consult
- Develop short & long term improvements
- Report & implementation plan

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<thead>
<tr>
<th>Conditions</th>
<th>Description</th>
<th>Colour</th>
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<tr>
<td>Congested</td>
<td>Traffic volume exceeds roadway capacity</td>
<td>Red</td>
</tr>
<tr>
<td>Low Capacity</td>
<td>Traffic volume is below capacity</td>
<td>Green</td>
</tr>
<tr>
<td>Approaching Capacity</td>
<td>Traffic volume is slightly less than roadway capacity</td>
<td>Yellow</td>
</tr>
<tr>
<td>Free Flow</td>
<td>Traffic volume is below roadway capacity</td>
<td>Green</td>
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TMP Forecasting

- Incorporates recommended improvements from 2011 City TMP
- Some "hot spots" similar to 2004 TMP
- Fewer deficiencies compared to 2004 TMP (lower growth forecasts)
- Deficiencies on CR 29 and in Lakefield are reduces
- Shift of growth to Millbrook reduces travel demands on CR 28
- Most capacity deficiencies closer to City

TMP Highlights

- 2009 County Official Plan brought into compliance with Provincial Growth Plan (revised population & employment data)
- "Places to Grow" forecasting modest growth in County
- 2004 TMP assumed significant growth in Lakefield South and Fraserville
- 2011 Census shows 3.1% population reduction since 2006
- 2013 TMP planned growth forecast at 7% for 2011 - 2031
TMP Recommendations
Short Term Improvements

- 10 intersections assessed for select operational improvements
- Policies recommended for implementation:
  - Road classifications
  - Design standards
  - Intersection safety
  - Traffic calming
  - Pedestrian crossings
  - Truck routes
- Conduct further review of:
  - Active Transportation
  - Rural transit

Fig 4-1: Locations of Assessed Intersections

TMP Recommendations
Long Term Improvements

- Update County Official Plan to include new transportation corridors
- Develop Official Plan policies to protect these corridors
- Maintain Bridgenorth By-pass in Official Plan but outside of TMP planning period (2012-2031)
- Review Bridgenorth By-pass during next planned update of TMP
- Implement identified corridor capacity enhancements within TMP planning period
County Council Resolution
2013-02-20 - 6-2013 & 7-2013

1. Endorses in principle the County of Peterborough Transportation Plan and directs staff to present phased project implementation as a part of successive future Public Works annual budget presentations.

2. Directs staff to develop policies recommended within the plan to present for County Council’s consideration when staff time is available.

3. Directs staff to review the items within the Transportation Plan that require implementation through the County Official Plan and coordinate this through the update of the County Official Plan.

4. Directs staff to commence a review of the Transportation Plan in five (5) years.

County of Peterborough

Transportation Master Plan
County Website

http://county.peterborough.on.ca/documents-and-resources

County of Peterborough