Town of Saugeen Shores
Transportation Master Plan

PUBLIC INFORMATION CENTRE

Saugeen Shores Community Complex
Rotary Hall
600 Tomlinson Drive, Port Elgin
Wednesday, August 7, 2019
4:00 pm to 8:00 pm
WELCOME!

The purpose our PIC today is to:

- Review the work completed on the study (so far)
- Summarize community and stakeholder input received to date
- Present the recommended directions for the Transportation Master Plan
- Explain the next steps in the process
- Invite and receive your feedback

Please pick-up a comment sheet!

We encourage you to use the sheet provided to record any comments on the material presented today. Specific items where your input is requested are denoted by:

Questions?

Feel free to ask any member of our project team in attendance. We are happy to assist!
Study Background

What is the Transportation Master Plan?

The Town of Saugeen Shores Transportation Master Plan (TMP) will direct how we grow responsibly with our Town's Official Plan and examine current transportation issues within our community. The plan will also:

- Assess existing and future growth patterns
- Determine the need for improvements
- Establish policies around a needed transportation network

Study Process

Stage 1: Establish Vision and Context

Stage 2: Identify the Opportunities

Stage 3: Develop Strategies

Stage 4: Prepare Transportation Master Plan

We are here

Municipal Class Environmental Assessment

The study is following the requirements of the Municipal Class Environmental Assessment and will address the first two phases of this approved planning process.
Community and Stakeholder Feedback

We’ve received input through a variety of methods. **Thank you!**

**How We’ve Engaged**

- Pop-up Events and Meetings
- Project Website
- Social Media
- Public Opinion Surveys

**What We’ve Heard (so far)**

- Need Flexible Long-Range Plan
- Travel Options/Public Transportation
- Complete Active Transportation Network
- Highway 21 Rail Trail Crossing
- “Hot Spot” Locations
- Public Education for Cyclists
- Maintaining Cottage Character
- Public Parking
- Speeding
- Highway 21 Summer Traffic
- Alternate North-South Routes
Existing Transportation System

Work Trips Made by Saugeen Shores Residents

Destination

Primary Travel Mode

Bruce County 41%
Saugeen Shores 45%
Other 14%

Auto Driver 84%
Public Transit 2%
Walking 7%
Cycling 2%
Other 1%

Auto Passenger 4%
Future Growth

Population, Housing and Employment

The Town of Saugeen Shores is expected to grow at a rate greater than historical averages. Between 2016 and 2031:

- Population forecast to increase by 34% (4,690 residents)
- Dwelling units forecast to increase by 30% (2,330 dwellings)
- Employment forecast to increase by 34% (1,390 employees)

Travel Demand

By 2031, population growth will add another 1,550 and 1,990 vehicle trips to the transportation network during the morning and afternoon peak hours, respectively.
Intersection Operations

How to read the maps:

Public Identified Issue at Intersection

Estimated Existing Delay

Projected Future Delay

Delay and Level of Service

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Signalized (seconds/vehicle)</th>
<th>Unsignalized (seconds/vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0 – 10</td>
<td>0 – 10</td>
</tr>
<tr>
<td>B</td>
<td>11 – 20</td>
<td>11 – 15</td>
</tr>
<tr>
<td>C</td>
<td>21 – 35</td>
<td>16 – 25</td>
</tr>
<tr>
<td>D</td>
<td>36 – 55</td>
<td>26 – 35</td>
</tr>
<tr>
<td>E</td>
<td>56 – 80</td>
<td>36 – 50</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
<td>&gt; 50</td>
</tr>
</tbody>
</table>

Public Identified Issue at Intersection

<table>
<thead>
<tr>
<th># of Comments</th>
<th>Symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 2</td>
<td>*</td>
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<tr>
<td>3 – 10</td>
<td>*</td>
</tr>
<tr>
<td>&gt; 10</td>
<td>**</td>
</tr>
</tbody>
</table>
Intersection Operations

Port Elgin

Southampton
Key Emerging Trends (Problems and Opportunities)

Trend 1
- Fastest growing municipality in Bruce County, with over 30% increase in people and jobs forecast to 2031.
- Transportation system improvements needed to serve anticipated growth.

Trend 2
- Majority of trips by single occupant vehicle (88%).
- Developed pedestrian and cycling network, mostly off-road. Limited public transportation options.
- Mobility options needed to meet growing, changing demands.

Trend 3
- Highway 21 both connects and serves as “main street” for Port Elgin and Southampton. Lack of continuous parallel routes. No defined truck by-passes of downtown areas.
- Route alternatives needed to reduce reliance and impact.

Trend 4
- Traffic volume fluctuations between summer and winter.
- Traffic and parking concerns on local streets. Perceived parking deficiency in downtowns.
- Strategies needed to align operation with expectations.
Transportation Vision

A Town comprised of unique communities connected by a diverse transportation system that prioritizes the safe and efficient movement of people in an environmentally sensitive manner, now and into the future.

Goals for Transportation

- **Travel Options:** Offer universally accessible and affordable multimodal choices for travel and goods movement.
- **Personal Health:** Provide a linked, accessible active transportation network, including sidewalks, bicycle lanes and trails with connections to community facilities and the waterfront while reducing exposure to air pollutants.
- **Vibrant Local Economy:** Support local business through accessibility by walking, cycling, transit, and vehicles.
- **Sense of Place:** Support overall neighbourhood livability, quality of life and strong sense of community.
- **Environmentally Sustainable:** Direct growth, development and infrastructure to areas that minimize disruptions to the natural environment.

By reviewing and renewing a plan to guide transportation, the Town will be better positioned to meet the demands from the tourism industry and population growth, while maintaining a level of service appreciated by existing residents.
# Alternative Planning Strategies

## Description of Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
<th>Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1: Do Nothing</td>
<td>No increase in road network capacity to serve growth to 2031</td>
<td><strong>No new investment</strong> in transportation infrastructure and programs.</td>
</tr>
<tr>
<td>Alternative 2: Road Improvements Only</td>
<td>Road improvements recommended in the Town’s Capital Plan/Budget plus increases in road network capacity to serve growth to 2031</td>
<td><strong>Emphasis on</strong> (investment in) <strong>road-based</strong> transportation infrastructure and programs <strong>only</strong>.</td>
</tr>
<tr>
<td>Alternative 3: Road Improvements Plus</td>
<td>All road improvements identified in Alternative 2 plus measures to promote a broader range of mobility options (typically travel modes other than the single-occupant auto).</td>
<td><strong>Emphasis on</strong> (investment in) <strong>road-based and other forms</strong> of transportation infrastructure and programs. This alternative is consistent with the Town’s current approach.</td>
</tr>
</tbody>
</table>
# Alternative Planning Strategies

## Evaluation Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation</strong></td>
<td>➢ Efficiency in moving people and goods&lt;br&gt; ➢ Degree of network connectivity and continuity&lt;br&gt; ➢ Facilitation of goods movement&lt;br&gt; ➢ Range of travel options provided</td>
</tr>
<tr>
<td><strong>Natural Environment</strong></td>
<td>➢ Protection of significant natural environmental areas, local streams, aquatic resources, environmentally sensitive areas and air quality</td>
</tr>
<tr>
<td><strong>Social Environment</strong></td>
<td>➢ Safety of all users&lt;br&gt; ➢ Appropriateness for the demographic&lt;br&gt; ➢ Support for a healthier community&lt;br&gt; ➢ Mobility for all users</td>
</tr>
<tr>
<td><strong>Policy Environment</strong></td>
<td>➢ Compatibility with provincial and municipal objectives&lt;br&gt; ➢ Alignment with Town policies</td>
</tr>
<tr>
<td><strong>Economic</strong></td>
<td>➢ Capital and maintenance costs&lt;br&gt; ➢ Impact on travel time&lt;br&gt; ➢ Support for the existing and potential business community</td>
</tr>
</tbody>
</table>
## Alternative Planning Strategies

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Transportation</th>
<th>Natural Environment</th>
<th>Social Environment</th>
<th>Policy Environment</th>
<th>Economic</th>
<th>Overall Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1 &quot;Do Nothing&quot;</td>
<td><img src="chart1.png" alt="Chart" /></td>
<td><img src="chart2.png" alt="Chart" /></td>
<td><img src="chart3.png" alt="Chart" /></td>
<td><img src="chart4.png" alt="Chart" /></td>
<td><img src="chart5.png" alt="Chart" /></td>
<td>3</td>
</tr>
<tr>
<td>Alternative 2 &quot;Road Improvements Only&quot;</td>
<td><img src="chart1.png" alt="Chart" /></td>
<td><img src="chart2.png" alt="Chart" /></td>
<td><img src="chart3.png" alt="Chart" /></td>
<td><img src="chart4.png" alt="Chart" /></td>
<td><img src="chart5.png" alt="Chart" /></td>
<td>2</td>
</tr>
<tr>
<td>Alternative 3 &quot;Road Improvements Plus&quot;</td>
<td><img src="chart1.png" alt="Chart" /></td>
<td><img src="chart2.png" alt="Chart" /></td>
<td><img src="chart3.png" alt="Chart" /></td>
<td><img src="chart4.png" alt="Chart" /></td>
<td><img src="chart5.png" alt="Chart" /></td>
<td>1</td>
</tr>
</tbody>
</table>

**Importance of each mode to Town residents:**

- **Walking**
- **Cycling**
- **Vehicles**
- **Public Transportation**

Not Important | Very Important
Complete Streets

Description

“Complete Streets” are public streets that are planned, designed, constructed and maintained considering the need to comfortably and accessibly accommodate people of all ages and abilities, including people walking, cycling, taking public transit and driving.

Vision and Goals

The Town is committed to applying Complete Street principles when considering the planning, design and construction of all streets within the municipality, both new public streets as well as the reconstruction or rehabilitation of existing public streets. The Town will strive to:

1. Establish a connected street network
2. Design streets as safe and accessible infrastructure
3. Design streets to be contextual to their surroundings and function
4. Design streets as balanced movement corridors
5. Design streets as great people places
6. Design streets with a sustainable mindset
Complete Streets

Types

There are multiple different street types in a Complete Streets hierarchy, each of which share distinguishing attributes of street function and character. These include:

- Urban Crosstown Streets
- Core Main Streets
- Urban Connectors
- Neighbourhood Streets
- Cottage Streets
- Rural Connectors
- Rural Sideroads

The images to the right show illustrations of what two of those Complete Street types could look like. The specific street context will dictate actual design.
Complete Streets

Sidewalks

The provision of a safe, accessible and connected pedestrian realm is critical to achieving many of the goals stated in the Town’s Official Plan, not simply the transportation objectives.

Most Complete Streets include accommodation for pedestrians, typically in the form of a sidewalk. The Official Plan states the Town will aim to ensure sidewalks are provided on at least one side of local roads and on both sides of arterial and collector roads wherever feasible.
Recommended Cycling Network
Recommended Cycling Network

Port Elgin

Southampton
## Shared Cycling Facility Examples

<table>
<thead>
<tr>
<th><strong>Shared Use Lanes</strong></th>
<th><strong>Paved Shoulders</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Shared Use Lanes" /></td>
<td><img src="image2" alt="Paved Shoulders" /></td>
</tr>
</tbody>
</table>

**Design:** Denoted with shared use lane markings, bicycle route marker signs and shared use lane signs. Cyclists travel in line with lane markings.

**Application:** Local urban and suburban roads. Low traffic volumes and speeds.

**Design:** Denoted with solid white line and bicycle route marker signs. Cyclists travel on paved shoulder and yield to stopped vehicles.

**Application:** Rural highways, arterials and collectors. Low traffic volumes and speeds.

<table>
<thead>
<tr>
<th><strong>Bicycle Priority Streets</strong></th>
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</thead>
<tbody>
<tr>
<td><img src="image3" alt="Bicycle Priority Streets" /></td>
</tr>
</tbody>
</table>

**Design:** Traffic calmed route. Denoted with shared use lane markings and share the road signs. Cyclists travel in line with lane markings.

**Application:** Local roads near schools or recreational destinations/community services. Low traffic volumes and speeds.
Separated Cycling Facility Examples

**Reserved Bike Lanes**

**Design:** Denoted with solid white line and reserved bike lane signs. Option to include added buffer between bike lane and parked and/or moving vehicles. Cyclists travel in bike lane.

**Application:** Urban arterial and collector roads. Higher traffic volumes and speeds.

**Trails**

**Design:** Physically separated from vehicles. Trail may or may not be for exclusive cyclist use. Wayfinding signage provided along route.

**Application:** Near tourist destinations, parallel to high volumes, high speed roads, direct commuter route in corridors not served by on-road bike facilities.
Recommended Active Transportation Actions (5 Es):

**Engineering**
- Provide wayfinding signs to popular destinations
- Prioritize key cycling routes for winter maintenance
- Expand availability of bike parking
- Improve safety and visibility of pedestrian/bicycle crossings

**Education**
- Initiate Active and Safe Routes to School program
- Expand education programs and campaigns in partnership with local groups and organizations

**Encouragement**
- Develop marketing campaign and promotion materials
- Create active transportation page on Town’s website
- Investigate small scale bike share system
- Form Active Transportation Committee

**Enforcement**
- Encourage local police to introduce Road Watch Program
- Consider targeted enforcement/educational campaigns

**Evaluation**
- Prepare “State of Cycling” Reports
- Install permanent bike counters at key locations
Recommended Road Classifications

Port Elgin  Southampton
## Recommended Road Improvements

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anglesia Street</td>
<td>Peel Street</td>
<td>Spence Street</td>
<td>Develop to Collector</td>
</tr>
<tr>
<td>Anglesia Street</td>
<td>Spence Street</td>
<td>High Street</td>
<td>Upgrade to Collector</td>
</tr>
<tr>
<td>Bricker Street</td>
<td>Peirson Avenue</td>
<td>North of Maple</td>
<td>Acquire and develop to Collector</td>
</tr>
<tr>
<td>Bricker Street</td>
<td>Peirson Avenue</td>
<td>Falcon Street</td>
<td>Widen and install sidewalk</td>
</tr>
<tr>
<td>Bruce Street</td>
<td>Devonshire Road</td>
<td>Concession 10</td>
<td>Develop to Collector</td>
</tr>
<tr>
<td>Catherine Street</td>
<td>Bruce Street</td>
<td>Stafford Street</td>
<td>Upgrade to Collector. Acquire property and straighten jog.</td>
</tr>
<tr>
<td>Concession 10</td>
<td>Bruce Street</td>
<td>Miramichi Bay Road</td>
<td>Widen to Collector width</td>
</tr>
<tr>
<td>Concession 10</td>
<td>Bruce Street</td>
<td>Maplewood Drive</td>
<td>Upgrade to Arterial</td>
</tr>
<tr>
<td>High Street</td>
<td>Grenville Street</td>
<td>Anglesia Street</td>
<td>Upgrade to Arterial</td>
</tr>
<tr>
<td>Maplewood Drive</td>
<td>Brentwood Drive</td>
<td>Concession 10</td>
<td>Acquire and develop to Collector</td>
</tr>
<tr>
<td>Spence Street</td>
<td>Grenville Street</td>
<td>Anglesia Street</td>
<td>Upgrade to Collector</td>
</tr>
<tr>
<td>Waterloo Street</td>
<td>Mary Street</td>
<td>Devonshire Road</td>
<td>Acquire and develop to Collector</td>
</tr>
</tbody>
</table>

### Intersection Description

- **Goderich Street and Ivings Drive**
  - Northbound left-turn lane
  - Northbound left-turn advanced phase
- **Goderich Street and Gustavus Street**
  - Time of day parking restrictions on Goderich Street
  - Shared left-through and through-right movements
- **Goderich Street and Green Street**
  - Time of day parking restrictions on Goderich Street
  - Shared left-through and through-right movements
- **Railway Street and McNabb Street**
  - Roundabout
- **All Signalized Intersections**
  - Signal timing optimization as required
Recommended Road Network Actions

Emerging Technologies

- Monitor the evolution of individual and group-based mobility models for potential opportunities and impacts to the Town. For example, possible impacts due to autonomous vehicles could include:
  - Overall decrease in parking needs
  - Shift from parking stalls to more drop-off and pick-up space
  - Changes to road designs (i.e. reduced lane widths)

Truck Bypass Route

- Explore signed truck bypass of Port Elgin and Southampton along Bruce County Road 40 and Grey-Bruce Line
Recommended Neighbourhood Traffic Safety Actions

Program

- Establish policy, procedure and guidelines for responding to neighbourhood traffic safety concerns (e.g. stop signs, speed limit reduction or crossing guard requests). Measures include:
  - **Physical Traffic Calming** – Identify acceptable measures and prescribe when, how and where each can be used (see next)
  - **Community Safety Zones** – Address areas with heightened focus on safety, such as around schools, parks, playgrounds
  - **Pedestrian Crossings** – Define selection criteria for each crossing type, guiding identification and prioritization of locations
  - **Speed Limits** – Outline when and how to review speed limits, along with appropriate speeds by roadway type
  - **Intersection Traffic Control** – Provide criteria and warrants for installation of all-way stops and traffic signals based on provincial guidelines

Process

- **Identify** street with concerning traffic conditions (by request or Town)
- **Determine** applicable neighbourhood traffic safety measures
- **Consult** with affected residents on potential solutions
- **Implement** preferred neighbourhood traffic safety scheme
Recommended Neighbourhood Traffic Safety Actions

Criteria for Physical Traffic Calming Measures

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Classification</td>
<td>Local and Collector Roads “Resort Area”</td>
</tr>
<tr>
<td>Block Length</td>
<td>&gt; 120 m</td>
</tr>
<tr>
<td>Speed</td>
<td>85th Percentile Speed ≥ 55 km/h</td>
</tr>
<tr>
<td></td>
<td>If &gt; 15 km/h over posted limit, no volume requirement</td>
</tr>
<tr>
<td>Volume</td>
<td>Local Roads ≥ 900 vpd Collector Roads ≥ 2,500 vpd</td>
</tr>
<tr>
<td>Emergency Response</td>
<td>No significant impacts on fire, ambulance and police services</td>
</tr>
<tr>
<td>Neighbourhood Support</td>
<td>Survey all households with direct frontage or flankage onto subject roadway. At least 51% must be in support.</td>
</tr>
</tbody>
</table>
## Recommended Neighbourhood Traffic Safety Actions

### Potential Vertical Deflection Traffic Calming Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Speed Hump</strong></td>
<td>For midblock locations. Consider removable in winter for snow clearing. Can use in temporary/trial installation.</td>
<td><img src="image1.jpg" alt="Speed Hump" /></td>
</tr>
<tr>
<td><strong>Speed Cushion</strong></td>
<td>Same considerations as humps. Less impact to emergency and maintenance vehicles than humps.</td>
<td><img src="image2.jpg" alt="Speed Cushion" /></td>
</tr>
<tr>
<td><strong>Raised Crosswalk</strong></td>
<td>For intersections. Assists pedestrian crossings.</td>
<td><img src="image3.jpg" alt="Raised Crosswalk" /></td>
</tr>
<tr>
<td><strong>Raised Intersection</strong></td>
<td>Preferred to speed hump or cushion. Implement when reconstructing or constructing new road.</td>
<td><img src="image4.jpg" alt="Raised Intersection" /></td>
</tr>
</tbody>
</table>
## Recommended Neighbourhood Traffic Safety Actions

### Potential Horizontal Deflection Traffic Calming Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Curb Extension</strong></td>
<td>Preferred with road reconstruction. Can use to create inset parking, reduce pedestrian crossing width and enhance pedestrian visibility.</td>
</tr>
<tr>
<td><strong>Curb Radius Reduction</strong></td>
<td>Except where interfere unacceptably with emergency or maintenance vehicle operation. Can use in temporary/trial installation.</td>
</tr>
<tr>
<td><strong>Raised Median Island</strong></td>
<td>On arterial roads primarily. Can use in conjunction with raised crossing.</td>
</tr>
<tr>
<td><strong>Roundabout</strong></td>
<td>In new installations primarily.</td>
</tr>
</tbody>
</table>

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For more information, please refer to the Transportation Master Plan of Saugeen Shores.
Recommended Mobility Options

**Public Transportation**
Develop a public transportation strategy. Options may include conventional transit, rideshare service, public-private partnership, on-demand service and shuttle service.

**Accessible Transportation**
Continue to support accessible transportation services, including SMART.

**Active Transportation (see previous)**
Implement the proposed active transportation network and recommended actions.
Introduce Complete Streets policy.
Construct sidewalks and other AT routes where possible through road improvement projects.

**e-Scooters and Micromobility**
Monitor legislation pertaining to e-scooters and other emerging micromobility options and develop a strategy for use if permitted in Ontario.
Recommended Parking and Curbside Use Actions

- Establish standard procedure and guidelines for assessing curbside use regulation changes (parking, standing, stopping)
- Develop parking strategies for downtown Port Elgin and Southampton
- Revise on-street parking regulations to make better use of existing supply, particularly at peak times
- Use targeted enforcement to achieve compliance with regulations
- Consider pricing strategies to encourage use consistent with expectations
- Supplement existing wayfinding and public information
- Prepare strategy to manage peak demand during special events
- Identify potential locations for additional off-street parking

Where should on-street parking and other curbside uses be allowed (and not allowed)?
How can we make better use of existing parking?
Do we need more off-street parking? Where should it go?
Next Steps

After this meeting, we will:

- Summarize and process input received
- Evaluate and select preferred alternative
- Prepare final draft report for Town Council this fall

Please provide us your feedback!

If you have any questions or comments, please contact:

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Port Elgin, ON  N0H 2C0
T. 519-832-2008 x119, Toll Free: 1-866-832-2008 x119
E. tmpstudy@saugeenshores.ca

Stay tuned …

Visit us online at www.saugeenshores.ca/tmp to learn more about the study!

THANK YOU FOR ATTENDING!
Please return your comment sheets