



TOWN OF SAUGEEN SHORES

Transportation Master Plan



Draft –October 2020



Executive Summary

Introduction

The Town of Saugeen Shores Transportation Master Plan (TMP) is a strategic planning document designed to provide a vision and the policy framework for a multi-modal transportation system that will meet mobility needs in the Town to the year 2031 (and beyond). Building on directions articulated in Town, Bruce County and Provincial policies and strategies, the TMP establishes the strategies, initiatives, and priorities necessary to realize the municipality's transportation vision in a sustainable manner.

The TMP is a strategic tool that will guide the development of transportation infrastructure, policies, and programs. The plan aims to maintain the high quality of life that Saugeen Shore residents currently enjoy, safeguard the environment, and facilitate continued economic growth and prosperity within the community.

The plan was prepared following the Municipal Class Environmental Assessment process for Master Plans, completing requirements for Phase 1 (opportunity statement) and Phase 2 (alternatives assessment). Consistent with environmental planning principles, the study included a comprehensive public consultation and stakeholder engagement program designed to obtain feedback from Town residents, key stakeholders, and other relevant technical agencies. The program featured two rounds of community outreach, with opportunities to participate in consultation events promoted through the project website, newspaper ads, and social media. The **Engagement Summary Report** contained in **Appendix A** captures the activities and findings of the program.

Planning Context

The Town of Saugeen Shores is located on Lake Huron in Bruce County. Known for its beautiful sunsets, picturesque waterfront and sandy beaches, four-season multi-use trails and popular attractions and events, the Town is a chosen tourist destination for visitors near and far. Beside tourism, key economic sectors include agriculture and small businesses. The Town also benefits from its proximity to the Bruce Power site just south beyond MacGregor Point Provincial Park, with spin-off economic effects and employment opportunities for residents.

The Town of Saugeen Shores has a population of approximately 14,000 people located within the two urban communities of Port Elgin and Southampton and the surrounding rural areas. With planned growth, the Town's population is projected to expand to approximately 19,000 residents by 2031, an increase of more than 35% over the next 12 years.

The multi-modal transportation network serving the Town comprises roadways, sidewalks, bicycle paths and trails. The road network includes Provincial Highway 21, which traverses the urban communities of Saugeen

Shores and serves as their main street. The highway is a critical intermunicipal passenger and goods movement corridor within southwestern Ontario.

The first step in developing the plans was to understand the current state of the Town. Existing conditions were reviewed to determine the current transportation-related challenges and opportunities. This review included an assessment of the natural, cultural heritage, and socioeconomic environments, the community structure, land uses, population and employment, travel behaviours and patterns, and the transportation network infrastructure.

The TMP is based on the land use and transportation planning policy context defined by the Town of Saugeen Shores, Bruce County, Province of Ontario, and other public agencies. The **Policy Context** set out in **Chapter 2** details the myriad municipal and provincial plans and policies that have informed the plans, highlighting relevant directives, regulations, and initiatives contained in each document.

Vision and Goals

Building on the foundation provided by the Town's Official Plan, the transportation vision was shaped by input received from key stakeholders, interest groups and Town Council and staff through the engagement program carried out for the study. The problem and opportunities statement also helped inform the statement, which reads as follows:

“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.”

The transportation vision is supported by goals encouraging travel options, personal health, a vibrant local economy, sense of place and environmental sustainability.

Alternative Planning Strategies

Phase 2 of the MCEA process requires examination of all reasonable alternatives to address the problems and opportunities and achieve the transportation vision. The alternative planning strategies are defined as follows:

- ▶ **Alternative 1: “Do Nothing”** reflects the current condition of the roadway network to the 2031 horizon year, without further investment to increase capacity. Population and employment numbers would grow, but no further transportation projects would be constructed;
- ▶ **Alternative 2: “Road Improvements Only”** builds on the road and highway improvements recommended in the Town of Saugeen

Shores Capital Plan and Budget as well as the recommendations to accommodate growth to the year 2031; or

- ▶ **Alternative 3 “Road Improvements Plus”** includes all the road improvements identified in Alternative 2 plus measures to promote the use of travel modes other than the single-occupant auto.

A multiple account evaluation (MAE) framework was developed to compare the three alternatives and select the preferred strategy based on evaluation criteria related to transportation, natural, social and policy environments, and economic implications. The analysis of the alternatives based on the MAE framework led to the selection of Alternative 3 – “Road Improvements Plus” as the preferred planning strategy for the TMP. The combination of implementing road, active transportation, and public transportation measures as part of the framework for Alternative 3 aids in reducing congestion and promotes travel options. The alternative reflects the rural and urban characteristics of Saugeen Shores and will have the most promising effects on the transportation system.

Roads Strategy

The Town depends on a safe, efficient, and reliable road network to facilitate the movement of goods and services, emergency responders, and people using public transit, vehicles, taxis, bicycles, and active modes. Roads serve two primary functions, providing *travel mobility* and *access to property*. Streets also play an important role in *placemaking* within a community and are critical to local *economic vitality and competitiveness*.

The recommended **roads strategy** details the policies, programs, and infrastructure investments planned for the road system to address current and future needs. The plans focus primarily on roads under the Town’s jurisdiction and complements the **active transportation strategy** forming part of the overall multi-modal transportation plan for Saugeen Shores. Specific guidance is provided regarding road network hierarchy and functional classification of the Town’s roads, the Highway 21 corridor, recommended improvements, traffic safety, and parking. Of note, the TMP recommends a uniform 40 km/h speed limit for all residential Local and Collector Roads in the Town.

The plans recommend applying Complete Street principles in the planning, design, and construction of all streets within the municipality, with the following six goals:

- ▶ Goal 1. Connected Street Network
- ▶ Goal 2. Safe and Accessible Infrastructure
- ▶ Goal 3. Contextual to Surroundings
- ▶ Goal 4. Balanced Movement Corridors
- ▶ Goal 5. Great People Places
- ▶ Goal 6. Sustainable

Active Transportation Strategy

Active transportation can help reduce automobile dependence, increase physical activity levels, improve public health, reduce infrastructure demands, and create more livable and vibrant communities. Many Canadian jurisdictions have recognized the positive impact of providing attractive options for active travel and developed strategies to guide future infrastructure investments and program delivery supportive of these objectives.

The recommended **active transportation strategy** details the pedestrian and cycling network development, provides guidelines for cycling facility design, bicycle parking, and end of trip amenities, and outlines community outreach programs to encourage walking and cycling.

The network development process builds on known plans and recognized guidelines for active transportation implementation. Ground-truthing and knowledge gathered from input provided by Town staff, local stakeholders, and the public, helped to refine the network, shape key outcomes, and provide guidance on design and application of pedestrian and cycling facilities in Saugeen Shores.

Map ES.1 illustrates the proposed pedestrian network, comprised of sidewalk, multi-use trail, and boardwalk facilities. **Map ES.2** illustrates the proposed cycling network, which includes multi-use trails, bike lanes, “urban” and paved shoulders, and signed on-road routes. Building on the existing grid of Town roads and active transportation facilities and leveraging planned initiatives by Bruce County and the Ministry of Transportation (MTO), the future networks provide a permeable and connected system of routes facilitating travel throughout the municipality. Opportunities to travel beyond the Town’s boundaries are also enabled by the network plans.

Transit and Future Mobility

The Town’s transportation vision is supported by a series of goals, one being the provision of **Travel Options** – A transportation system that offers universally accessible and affordable multimodal choices for travel and goods movement to maximize capacity and promote transit, cycling and walking.

Consistent with this direction, the plans outline other available and emerging travel options in Saugeen Shores and how the Town can position the municipality to be ready for and (hopefully) benefit from the transformational and disruptive shift in mobility services coming. The actions recommended for **transit and future mobility** are intended to support and integrate with the other strategies with the aim of a more multi-modal transportation system to serve the community. Specific direction is provided on transit, shared mobility, and automated, connected, and electric vehicles.

Implementation

Successful implementation of the TMP will ultimately depend on the cooperation and active participation of many stakeholders, including Bruce County the provincial government, conservation authorities, other public agencies, the business and development community, and local citizens. The plans provide a framework for collaboration between stakeholders and will be relied upon to guide the Town's future transportation decisions and actions.

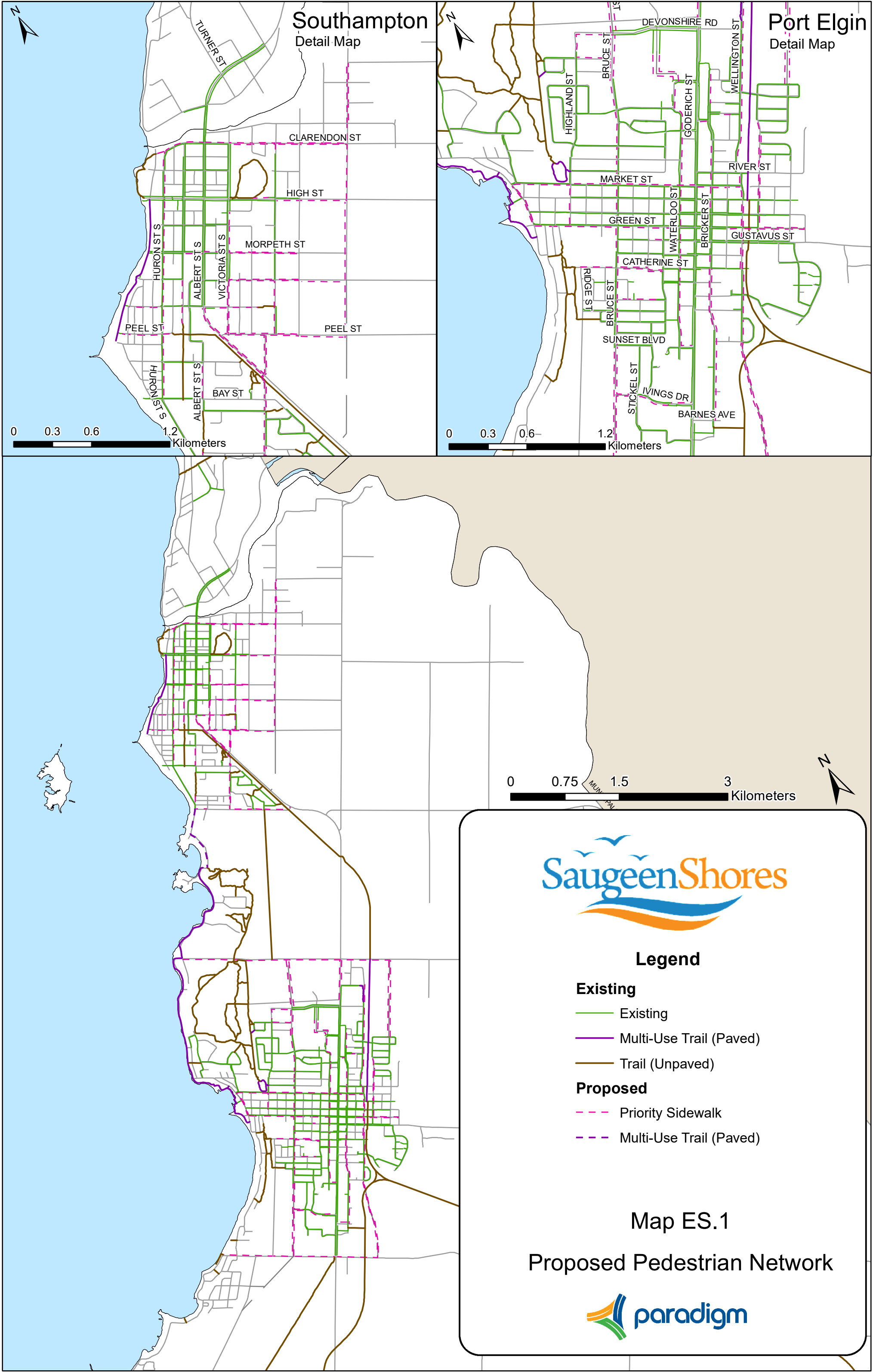
The plans describe the process and tools to implement the and **roads strategy**, **active transportation strategy** and the recommended **transit and future mobility** actions. Proposed infrastructure and program investments are incorporated into an action plan that prioritizes the capital projects into two horizons (short and long-term) based on anticipated implementation timing. High-level phasing and cost estimates are also provided, where appropriate. The plans include advice on potential amendments to the Town's Official Plan and guidance on potential funding sources and network maintenance.

The total cost for the recommended infrastructure improvements, facilities, and programs is estimated at approximately:

- ▶ \$4.1 million for the seven short-term (0 to 5 years) and \$10.3 million for the 13 long-term (beyond 5 years) road projects. Typical, ongoing maintenance and rehabilitation costs are not included in this estimate;
- ▶ \$1.1 million for the short-term and \$4.3 million for the long-term cycling projects, including complementary programs pertaining to end of trip facilities, wayfinding signs, outreach initiatives, and monitoring; and
- ▶ \$95,000 for the short-term and \$110,000 for the long-term studies recommended.

Overall, the proposed investment identified in the TMP totals approximately \$5.2 million in the short-term and a further \$14.7 million in the long-term. A further \$9.8 million in proposed pedestrian facility improvements (mostly sidewalks) are also identified over time.

The plan recommends developing an ongoing monitoring program and completing a review of the TMP every five years to assess the need for a formal update. Monitoring will also provide an indication of the necessity for an update.



Summary of Recommendations

The following table summarizes the 57 recommended actions contained in the Transportation Master Plan.

#	Recommendation
Roads Strategy (Chapter 6)	
1	Adopt the Complete Streets Tool Kit as a guide for implementing Complete Streets within the Town.
2	Adopt the Complete Streets Implementation Process to facilitate the creation of new, and rehabilitation of old, roads into safe and comfortable space for all road users.
3	Adopt and incorporate the proposed road classification changes, summarized in Table 6.3 and Map 4 , into the Town of Saugeen Shores Official Plan – Schedule 'B' Transportation Plan with Trails.
4	Conduct a downtown Port Elgin parking and traffic study, including a review of lane reconfiguration on Goderich Street, time of day parking restrictions during peak periods, and relocation of on-street parking and active transportation facilities.
5	Review and update Traffic Control By-law 103-2008.
6	Adopt and apply the Traffic Calming Implementation Protocol provided in Appendix B in assessing, designing, and implementing appropriate traffic calming measures.
7	Adopt and apply the guidance and warrants specified in Ontario Traffic Manual Book 5 (Regulatory Signs) in considering the installation and removal of all-way stop control.
8	Develop and post public education and frequently asked questions about traffic control devices and their warrants for installation on the Town's website.
9	Adopt a uniform speed limit in Port Elgin and Southampton of 40 km/h on residential Local and Collector Roads and 30 km/h on roads within school zones and on character streets in the urban beachfront areas (Cottage Streets). Amend the Traffic Control By-law 103-2008 accordingly and install Gateway Speed Limit Signs per the <i>Highway Traffic Act</i> on each road entering and existing the areas designed in the by-law.
10	Adopt and apply the Speed Limit Modification Policy provided in Appendix B in assessing and implementing appropriate speed limits.
11	Adopt and apply the Treatment System Selection process specified in Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments) in considering potential pedestrian crossing locations.
12	Remove existing and avoid future marked, unprotected crossings.
13	Consider the installation of School Zones and Community Safety Zones on a site-specific basis having regard for the guidance specified in Subsection 6.4.5 .
14	Adopt and apply the Roundabout Feasibility Policy provided in Appendix B in considering potential roundabout locations.
15	Adopt and implement the proposed road improvements specified in Table 6.8 .
16	Adopt and implement the proposed intersection improvements detailed in Table 6.10 .
17	Collaborate with the Ministry of Transportation and Bruce County to implement an alternate truck route around Port Elgin and Southampton along Bruce County Road 40 and Grey-Bruce Line.
18	Review and update Parking By-law 51-2013.

#	Recommendation
19	Adopt and apply the guidance provided in Section 6.7.1 in responding to requests for on-street parking and stopping regulation changes.
20	Review and update the parking standards in Zoning By-law 75-2006.
21	Prepare updated parking strategies for downtown Port Elgin and Southampton.
Active Transportation Strategy (Chapter 7)	
22	Continue to expand the network by installing sidewalks on roadways without sidewalks with an annual sidewalk budget.
23	Expand the pedestrian network by prioritizing Collector Roads within 1.6km of schools for new sidewalks.
24	Adopt and apply the Sidewalk Investment Prioritization Policy contained in Appendix B in assessing potential sidewalk improvement projects. Maintain a consistent schedule of assessing sidewalks for upgrades and improvements based on the policy.
25	Adopt and implement the pedestrian network illustrated in Map 5 .
26	Require sidewalks on both sides of all newly constructed roads.
27	Adopt and implement the cycling network illustrated in Map 6 .
28	Adopt and apply the guidelines specified in Table 7.4 and Table 7.5 for the design and installation of pedestrian facilities.
29	Adopt and apply the guidelines specified in Table 7.6 for the design and installation of pedestrian crossings. Reference Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments) and Ontario Traffic Manual Book 12 (Traffic Signals) for further guidance on selecting the appropriate crossing treatments.
30	Adopt and apply the guidelines specified in Table 7.7 and Table 7.8 for the design and installation of cycling facilities. Reference Ontario Traffic Manual Book 18 (Cycling Facilities) for further guidance on selecting the appropriate facility type.
31	Adopt and apply the signing and pavement marking guidelines specified in Ontario Traffic Manual Book 18 (Cycling Facilities) and the Transportation Association of Canada <i>Bikeway Traffic Control Guidelines for Canada</i> , as summarized in Figure 7.8 , in the design and installation of cycling facilities.
32	Implement crossrides to aid cyclists in crossing the road at locations meeting the criteria specified in Ontario Traffic Manual Book 18 (Cycling Facilities).
33	Adopt and apply guidelines, or standards through the Zoning By-law, for the provision of bicycle parking consistent with Table 7.10 .
34	Adopt and apply the guidelines specified in Section 7.6.1 in the design of bicycle parking.
35	Adopt and apply guidelines, or standards through the Zoning By-law, for the provision of specified end-of-trip amenities to be implemented primarily through development applications.
36	Adopt and apply the guidelines specified in Section 7.6.2 in the design and layout of specified end-of-trip amenities.
37	Develop a robust Active Transportation Outreach Strategy comprising the elements detailed in Section 7.7 .
Transit and Future Mobility (Chapter 8)	
38	Develop a public transportation strategy for the Town quantifying potential demand and use now and into the future, assessing alternative service options, identifying costs and funding opportunities, and highlighting implementation considerations including timelines.

#	Recommendation
39	(Continue to) support and advocate for the expansion of the existing specialized transit service for persons with a disability through Saugeen Mobility and Regional Transit specialized services.
40	Develop a shared mobility strategy for the Town in collaboration with local stakeholders and potential partners.
41	Facilitate and promote shared mobility within the Town through the introduction or modification of by-laws, policies, and guidelines pertaining to the allocation of public rights-of-ways, development and zoning regulations, insurance and for-hire vehicle regulations, and taxation and fees.
42	Develop an action plan identifying the tasks required to prepare the Town for the introduction of automated, connected, and electric vehicles, which include changes to by-laws, policies, and guidelines pertaining to testing, infrastructure design, parking, curb management, traffic control, vehicles, and other items.
43	Pursuant to the action plan, permit the testing and deployment of automated and connected vehicles on Town roads.
44	As part of the action plan, develop and implement an electric vehicle charging station program. Explore potential partnership opportunities with Bruce Power to develop the network.
45	As part of the action plan, develop an automated, connected, and electric vehicle public education program.
Implementation (Chapter 9)	
46	Adopt and apply the Transportation Impact Assessment Guidelines provided in Appendix C in assessing the impact of proposed developments in the Town.
47	Implement the transportation infrastructure and policies identified in the Transportation Master Plan through the development approval process where possible.
48	Adopt the phasing plan specified in Table 9.1 to guide road network improvements to 2031.
49	Adopt the phasing plan specified in Table 9.2 and Table 9.3 to guide the prioritization of cycling facility implementation.
50	Reassess the proposed phasing and funding of the recommended improvements on an annual basis, revisiting potential funding sources and investigating other opportunities to implement the network.
51	Continue to explore partnering with agencies and other groups to fund implementation of the Transportation Master Plan.
52	(Continue to) engage in a regular, ongoing maintenance program for the road and active transportation network consistent with the Minimum Maintenance Standards requirements unless specifically defined otherwise.
53	Develop a prioritized winter maintenance plan for sidewalks in Southampton.
54	Prioritize maintenance on the main north-south and east-west corridors identified in the future cycling network.
55	Provide additional ongoing funding to support growing maintenance activities resulting from expansion of the active transportation network.
56	Develop and implement a regular, ongoing monitoring program and set performance measures and targets to track progress.
57	Review the Transportation Master Plan every five years, ideally in conjunction with a review of the Town of Saugeen Shores Official Plan and Development Charges Background Studies.

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Appendix A – Community Engagement Program

Appendix B – Recommended Policies

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- ▶ Roundabout Feasibility Policy
- ▶ Sidewalk Prioritization Policy

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1 About this Plan

1.1 Context

The Town of Saugeen Shores is located on Lake Huron in Bruce County. Known for its beautiful sunsets, picturesque waterfront and sandy beaches, four-season multi-use trails and popular attractions and events, the Town is a chosen tourist destination for visitors from near and far. Beside tourism, key economic sectors include agriculture and small businesses. The Town also benefits from its proximity to the Bruce Power Generation Plant site just south beyond MacGregor Point Provincial Park, with spin-off economic effects and employment opportunities for residents.

The Town of Saugeen Shores has a population of approximately 14,000 people located within the two urban communities of Port Elgin and Southampton and the surrounding rural areas. With planned growth, the Town's population is projected to expand to approximately 19,000 residents by 2031, an increase of more than 35% over the next 12 years.

The multi-modal transportation network serving the Town comprises roadways, sidewalks, bicycle paths and trails. The road network includes Provincial Highway 21, which traverses the urban communities of Saugeen Shores and serves as the main street. The highway is a critical intermunicipal passenger and goods movement corridor within southwestern Ontario.

1.2 Purpose and Objectives

The Town of Saugeen Shores Transportation Master Plan (TMP) is a strategic planning document designed to provide a vision and the policy framework for a multi-modal transportation system that will meet mobility needs in the Town to the year 2031 (and beyond). Building on directions articulated in Town, Bruce County and Provincial policies and strategies, the TMP establishes the strategies, initiatives, and priorities necessary to realize the municipality's transportation vision in a sustainable manner.

The TMP is a strategic tool that will guide the development of transportation infrastructure, policies, and programs. The plan aims to maintain the high quality of life that Saugeen Shore residents currently enjoy, safeguard the environment, and facilitate continued economic growth and prosperity within the community.

The goals of the TMP are to:

- ▶ Establish a clear vision for the transportation network that will accommodate planned growth and development within the Town;
- ▶ Encourage placemaking practices where the infrastructure supports and strengthen the communities it serves;

- ▶ Articulate a local “Made in Saugeen Shores” approach to transportation that aligns with the unique features of the community and respects the Town’s vision;
- ▶ Provide a policy framework to support sustainable transportation practices and liveable communities;
- ▶ Establish roadway design practice that produces consistent roadways meeting the users’ expectations for different road classification while recognizing the uniqueness of each location serviced by those roadways; and
- ▶ Provide clear direction for the next steps in planning, building, and maintaining the Town’s transportation network.

The TMP encompasses the entire Town of Saugeen Shores as shown in **Figure 1.1**. The boundaries of the Town extend from:

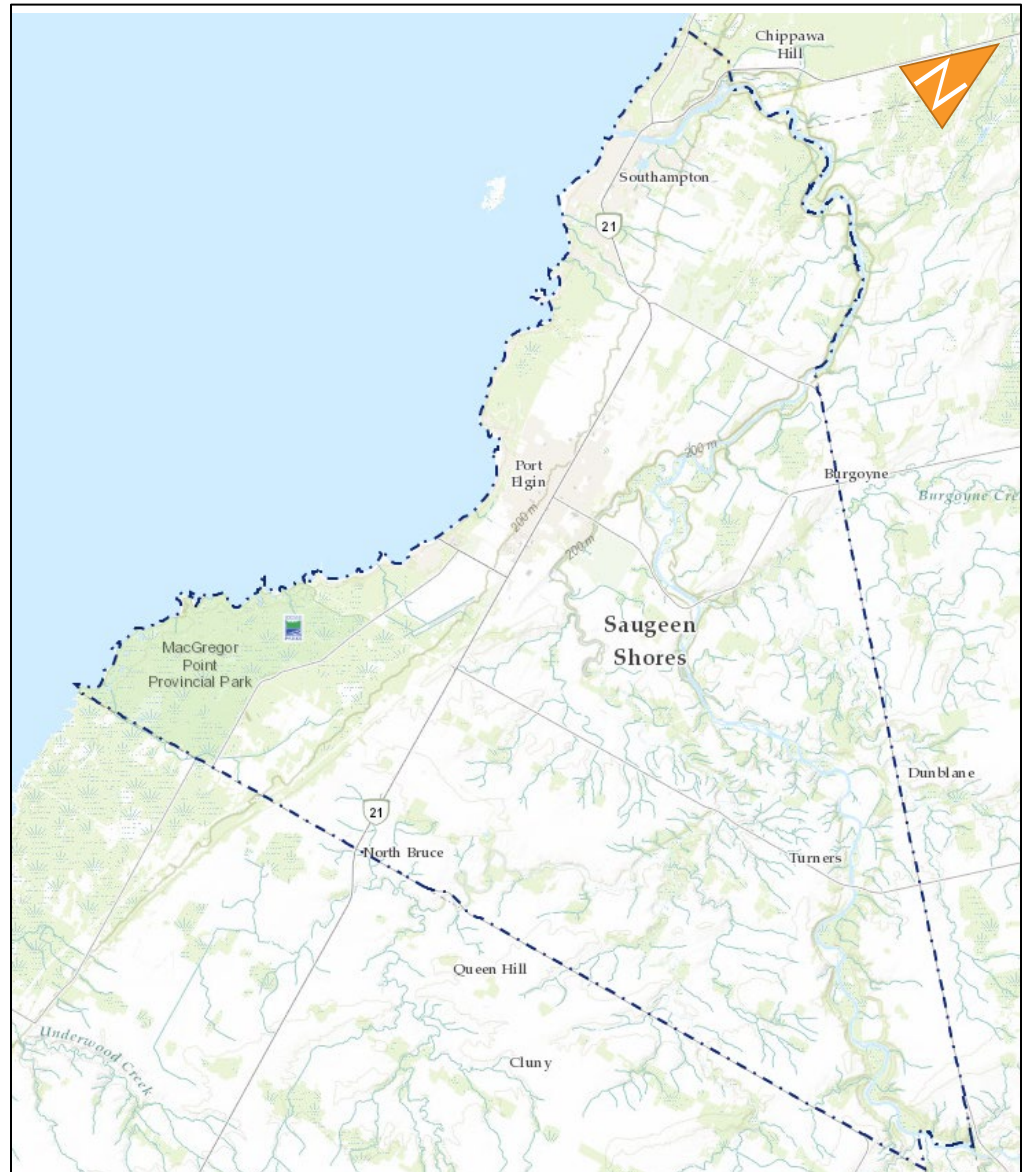
- ▶ Lake Huron in the west,
- ▶ Cameron Drive and Craig Street in the north;
- ▶ Saugeen River and Bruce County Road 3 in the east; and
- ▶ Bruce-Saugeen Townline in the south.

The actions recommended in the TMP represent the stated intentions of Town Council to guide ongoing and future investment and policy decisions.

The plan provides a “blueprint” for future action that will need to be implemented through several mechanisms, including:

- ▶ **Development Charge By-laws, Annual Operating and Capital Budgets, and Long-Term Capital Forecasts** – These documents will earmark the necessary financial resources to implement the recommended programs and infrastructure improvements identified in the TMP;
- ▶ **Amendments to the Town of Saugeen Shores Official Plan** – Elements of the TMP will be incorporated into the Town’s Official Plan by amendment to ensure implementation through policy direction and the review and approval of development applications;
- ▶ **Environmental Assessments** – The Town must undertake Municipal Class Environmental Assessment studies to complete the planning and design process initiated through the TMP prior to proceeding with the implementation of certain improvement projects identified in this plan. This is necessary to satisfy provincial and federal statutory requirements; and
- ▶ **Guideline Documents** – Guidelines, such as those setting design standards and recommended operating and maintenance procedures, are needed to provide further implementation detail, and may be developed to complement the TMP.

Figure 1.1:
Town of Saugeen
Shores



It is important to recognize that certain assumptions underlying the TMP may prove imprecise over time due to changing economic, social, and environmental conditions, and the plan will need to be periodically reviewed and updated. Ideally, this assessment would be linked to the five-year reviews required for the Town's Official Plan by the *Planning Act*. Ongoing updates are not contemplated.

Successful implementation of the TMP will ultimately depend on the cooperation and active participation of many stakeholders, including Bruce County, the provincial government, other public agencies, the business and development community, and local citizens. The plan provides a framework for co-operation between stakeholders and will be relied upon to guide the Town's future transportation decisions and actions.

1.3 Municipal Class Environmental Assessment

The work undertaken in preparing the TMP recognized the Planning and Design Process of the Municipal Class Environmental Assessment (MCEA) (October 2000, last amended in 2015), an approved process under the *Environmental Assessment Act* for the planning of municipal infrastructure projects in Ontario. The study incorporated the key principles of successful environmental assessment planning, which include:

- ▶ Consulting with affected parties early, often and throughout the study;
- ▶ Considering a reasonable range of alternatives;
- ▶ Identifying and considering the effects of each alternative on all aspects of the environment;
- ▶ Evaluating the alternatives systematically to determine their net environmental effects; and
- ▶ Providing clear, complete, and traceable documentation of the planning process.

Through completing this study, the TMP addresses the first two phases of the MCEA process being:

- ▶ Phase 1 – Identify the problem or opportunity; and
- ▶ Phase 2 – Identify alternative solutions to address the problem or opportunity, taking into consideration the existing environment, and establishing the preferred solution, considering public and review agency input.

The infrastructure projects recommended in the TMP must fulfil remaining MCEA requirements. An order to comply with Part II of the Act, the portion of the legislation regarding appeals, can only be requested for projects subject to the MCEA and not the plan itself.

1.4 Report Organization

The remainder of the TMP is organized into the following chapters:

- ▶ **Chapter 2 – Policy and Planning Context** details the plans and policies that have informed the TMP.
- ▶ **Chapter 3 – Community Engagement and Consultation** summarizes the engagement process for the TMP including the content, methods of communication and feedback received.
- ▶ **Chapter 4 – Current Transportation System** provides an overview of current conditions in Saugeen Shores, including land use and demographics, the transportation system, and recent trends in travel characteristics.
- ▶ **Chapter 5 – Future Transportation Needs** details the forecasted population and employment growth and describes the future

transportation demand modelling process. The chapter also provides the problems and opportunities statement followed by the vision and goals to address the problem statement. The process used to develop the potential alternatives and evaluation criteria to select the preferred transportation strategy is summarized.

- ▶ **Chapter 6 – Road Network Strategy** summarizes the Complete Streets policy, road classification, future of Highway 21 and roadway infrastructure improvement recommendations.
- ▶ **Chapter 7 – Active Transportation Strategy** presents considerations, guidelines, and programs for establishing a well-connected active transportation network and summarizes the existing and proposed cycling and pedestrian networks.
- ▶ **Chapter 8 – Other Policies to Support the Plan** highlights policies to support the TMP including public transportation, neighbourhood traffic safety, parking and curb use and recommendations to encourage emerging transportation directions.
- ▶ **Chapter 9 – Implementation** organizes the TMP Implementation program into short and long-term horizons. The chapter also provides a monitoring framework to track the progress and performance of the recommended plan.

2 Policy and Planning Context

The TMP has been developed within the context of previous and ongoing land use and transportation planning initiatives undertaken by the Town of Saugeen Shores, Bruce County and Provincial government ministries and agencies. The following sections detail the plans and policies that have informed the TMP.

2.1 Province of Ontario

2.1.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, including transportation facilities. Transportation policies set out in the PPS focus on the movement of people and goods through a safe and energy efficient transportation system, and promotes a multimodal transportation system, which includes transit and active transportation. This direction is supported through compact, mixed land uses and transportation demand management initiatives that minimize the length and amount of required motor vehicle trips. All Ontario municipal Official Plans are required to be consistent with the PPS.

2.1.2 *Accessibility for Ontarians with Disabilities Act, 2005*

The *Accessibility for Ontarians with Disabilities Act, 2005* (AODA) was enacted for the purpose of improving accessibility standards for Ontarians by 2025. The AODA outlines mandatory standards for private, public, and non-profit sectors to remove barriers and ensure equitable access for all individuals with disabilities. Ontario Regulation 191/11 under the AODA establishes accessibility standards to apply when planning, designing, and building transportation facilities, which will be referenced as part of the TMP.

2.1.3 Transit Supportive Guidelines

The Transit Supportive Guidelines (2012) prepared by the Ministry of Transportation (MTO) promote transit-oriented planning and design throughout the province based on transit-friendly land use planning, urban design, and operational best practices. The aim is to assist practitioners in creating environments that are supportive of transit and develop services and programs to increase transit ridership in communities over time. The document is structured into four key chapters with strategies applicable to all community scales including:

- ▶ Community-Wide Guidelines to create transit-supportive communities through a range of high-level planning strategies.
- ▶ District-Level and Site-Specific Guidelines detailing design guidelines relating to streets, buildings infrastructure, and unique uses.

- ▶ Transit Improvement Guidelines noting transit improvement programs, innovations and services that can help to increase transit ridership.
- ▶ Implementation tools that can be used to achieve the principles and guidelines within the document.

2.1.4 #CycleON: Ontario's Cycling Strategy

#CycleON: Ontario's Cycling Strategy (2013) is the province's 20-year plan designed to encourage the growth of cycling and improve the safety of people who cycle across the province. The Strategy's vision is to have cycling in Ontario recognized, respected, and valued as a core mode of transportation that provides individuals and communities with health, economic, environmental, social, and other benefits by 2033. Achieving the Strategy's vision requires a commitment from all partners for integrated action to:

- ▶ Design healthy, active, and prosperous communities;
- ▶ Improve cycling infrastructure;
- ▶ Make highways and streets safer;
- ▶ Promote cycling awareness and behavioural shifts; and
- ▶ Increase cycling tourism in Ontario.

2.1.5 Ontario Trails Strategy

The Ontario Trails Strategy (2005) is a long-term plan that establishes strategic directions for planning, managing, promoting, and using trails in Ontario. The Strategy recognizes trails as key economic and tourism assets for Ontario communities that, in addition to their economic benefits, bring important health benefits and contribute to a high quality of life. With a Vision to develop a world-class system of diversified trails, planned and used in an environmentally responsible manner, that enhances the health and prosperity of all Ontarians, the Strategy focuses on:

- ▶ Improving collaboration among stakeholders;
- ▶ Enhancing the sustainability of Ontario's trails;
- ▶ Enhancing the trail experience;
- ▶ Educating Ontarians about trails; and
- ▶ Fostering better health and a strong economy through trails.

2.2 Bruce County

2.2.1 Official Plan

The Bruce County Official Plan (2013 consolidation) establishes a policy framework to guide the physical, social and economic development of the County and to protect the natural environment within the County to the year 2021. The County Official Plan establishes the policies for achieving key

physical, transportation, environmental, social, economic, and mineral resources objectives.

It is the goal of the County to develop adequate and appropriate transportation systems and facilities that move people and goods in a safe, environmentally responsible, and economically efficient manner within the County, and between the County and other areas. Section 4.6 of the County Official Plan outlines the following transportation objectives:

- ▶ Minimize the environmental and financial costs associated with the development of transportation systems and facilities in the County;
- ▶ Encourage all jurisdictions to consult with each other in transportation upgrading and maintenance programs;
- ▶ Encourage the continued existence and development of public and private airports, which serve the County;
- ▶ Encourage the development of public and private harbour facilities and recreational marine facilities, including marine transportation system, to serve the public and enhance the economic diversity of the County;
- ▶ Maintain and enhance the carrying capacity of the existing and proposed County road system;
- ▶ Encourage a railway network for the movement of goods and people within the County, and between the County and other areas;
- ▶ Encourage the preservation of railway rights-of-way for possible future use as transportation, utility, or recreation corridors; and
- ▶ Recognize, promote, and encourage recreational transportation routes including canoe routes, cross-country ski, snowmobile, hiking, and bicycle trails.

2.2.2 *Find Yourself in Bruce:* Economic Development Strategic Plan

The Strategic Plan (2017) outlines the framework and steps that will be undertaken over the next five years to put the conditions in place to realize the County's long-term goals around Economic Development:

- ▶ Growth of tax base/tax assessment;
- ▶ Growth of population base;
- ▶ Diversify the economic base; and
- ▶ Business retention and expansion.

The Economic Development Strategy requires the involvement of the County; municipalities; business groups and local entrepreneurs to be successful. The Municipalities are to work at ensuring the community is ready for business, selling their communities business brand, managing recruitment tools, and supporting local leaders.

2.2.3 Bruce County Road 25 and 33 Master Plan

In 2016, Bruce County completed a Master Plan, following Phases 1 and 2 of the MCEA, to plan various road and drainage undertakings within Bruce County Roads 25 and 33, located at the southern end of Port Elgin. The County identified surface asphalt and drainage deficiencies exist within each road and that, prior to undertaking minor repairs and in consideration of plans, a comprehensive review of road and drainage systems within a broader context and Study Area would be in order. The Town, as a principle partner, identified future developments, which would extend three streets southerly to new intersections with Bruce County Road 25.

The Master Plan identifies recommended infrastructure to service the future growth of the Town while minimizing environmental impacts and incorporates the comments received from the public and agencies during the study. The main road components are listed below.

- ▶ Realign Bruce Road 33 to intersect Bruce Road 25 at future Bruce Street alignment;
- ▶ Upgrade Bruce Road 25 between future Bruce Street intersection to Goderich Street to a 2-lane urban cross-section; and
- ▶ While the Master Plan addresses Phases 1 and 2 of the MCEA, additional investigations will be carried out later.

2.2.4 Complete Streets Policy and Implementation Guide for Grey Bruce

In 2015, Grey Bruce Health Unit developed a Complete Streets Policy and Implementation Guide for Grey and Bruce Counties. The goal of implementing Complete Streets is to enable safe access for all users including pedestrians, cyclists, transit riders and motorists in both urban and rural landscapes. By implementing policies, programs, infrastructure, and processes that integrate Complete Streets into the design and development of County and local municipal roadways, there is the potential to reduce auto dependency and encourage active forms of transportation.

The guide is intended to provide foundational policy support for implementing Complete Streets in Grey Bruce. It is also a reference guide of best practices and emerging trends of successful Complete Streets policies and implementation. The guide provides six policy recommendations, specific to implementing Complete Streets Policies in Grey and Bruce Counties.

2.3 Town of Saugeen Shores

2.3.1 Official Plan

The Town of Saugeen Shores Official Plan (October 2014 consolidation) is intended to guide land use decisions and manage change in the Town. The Town's Official Plan contains goals, objectives and policies established

primarily to manage and direct physical change and the effect on the social, economic, and natural environment of the municipality to 2031.

It is the goal of the Town to ensure that all municipal services, including transportation, meet the needs of present and future residents and businesses in an efficient and environmentally sensitive manner. The Town is committed to managing, maintaining, and establishing an efficient, cost effective and multifaceted transportation network capable of serving the local community and visitors. Section 4.2 of the Town's Official Plan outlines the following transportation objectives:

- ▶ Promote an improved system of Arterial, Collector and Local Roads which provide for the safe and efficient movement of local and through traffic;
- ▶ Ensure that new development does not create traffic hazards;
- ▶ Support the continual up-keep and improvements to the Municipal Airport and marina facilities;
- ▶ Promote and guide the establishment of bicycle and pedestrian routes between parks facilities, the core area, the waterfront, the rail-trail, community facilities and residential and employment areas and to require, wherever possible for new developments, pathways, trails and access points that reduce car traffic and promote pedestrian and bicycle travel; and
- ▶ Promote the development of a street and sidewalk network that is accessible.

While the Town promotes a fully integrated transportation system including surface, marine and air networks, the TMP only examines surface transportation networks. Marine and air transportation networks are beyond the scope of this TMP.

2.3.2 Corporate Strategic Plan

The Corporate Strategic Plan is an overarching strategy to effectively manage Saugeen Shores' capability and capacity to achieve its vision:

Saugeen Shores is recognized as an active, healthy community that protects its natural beauty and is a desired destination. Our Vision will be met when the following elements are in place:

- ▶ *We have diverse employment opportunities, including for youth;*
- ▶ *We have sustainable growth that is nurtured through improved infrastructure;*
- ▶ *We have a people-focused environment that is attractive and walkable;*
- ▶ *We have an accessible and inclusive community that meets the needs of all age groups and income groups through our spirit of collaboration;*

- ▶ *Our environment and natural spaces are valued and visible through our waterfront, rivers, forests, and environmental areas; and*
- ▶ *Our downtowns are cultural hubs with facilities, assets, and amenities that attract people from elsewhere.*

The Corporate Strategic Plan outlines five priority areas and action plans to drive progress towards the Town's vision. The TMP will be informed by the broader priority areas of the Corporate Strategic Plan.

2.3.3 Waterfront Master Plan

The Waterfront Master Plan encompasses the shoreline areas from MacGregor Park to the northerly boundary of Southampton (excluding the Port Elgin Harbour and the Saugeen River), will assist the Town in planning and developing a desirable, sustainable waterfront that will be enjoyed for years to come.

The Plan provides an effective planning tool to allow the Town of Saugeen Shores to move forward with enhancing the waterfront over the next 10 years and beyond. This Plan has also been developed to determine ways to create closer linkages between the communities of Southampton, Port Elgin, and Saugeen Township in addition to identifying solutions to protect the waterfront for the benefit of residents, tourists, visitors and future generations.

In terms of transportation, the Waterfront Master Plan recommends that there are safe connector routes from the trails system, as well as connectivity to the downtown cores. Consideration should be given to a "Share the Road Program" and an "Active Transportation Plan" that will emphasize safe modes of transportation to the waterfront. Furthermore, in terms of trails, sidewalks and boardwalks, the Plan recommends expanding the existing boardwalk along the entire waterfront to intersect with as many of the entry points as viable, upgrading the maintenance on trails and including accessibility features. The Town should also consider and plan to convert sections of the road allowance into trails and a beachfront sidewalk.

2.3.4 Subdivision and Site Plan Development Guide

The Saugeen Shores Subdivision and Site Plan Development Guide was developed to provide the community, Town staff, and developers with a common reference and guideline for identifying and enhancing the qualities and character of the Town in new developments.

The guide is to be used by Town council and staff, development applicants, and members of the community to prepare and review the suitability of public and private development proposals. Proponents are required to demonstrate a clear continuity of the design identity from the guidelines to the submission of their development proposals.

2.3.5 Bicycle Friendly Communities Reports

On May 9-10, 2017, the Share the Road Cycling Coalition facilitated a Bicycle Friendly Communities (BFC) Workshop for the community of Saugeen Shores. The purpose of this Workshop was to help identify a path forward for the area to become more bicycle friendly through the development of new programs, projects and partnerships to make cycling more comfortable and accessible to all residents and visitors to the area. More than 30 community members, Municipal staff and Town councillors heard new ideas and contributed their local expertise about how Saugeen Shores can become a better place for cycling during a full-day, stakeholder-focused workshop. The workshop established a five-year vision for cycling in Saugeen Shores:

By 2022, Saugeen Shores aspires to be a great place for people to ride their bikes. Over the next five years:

- ▶ *The community will have defined itself as a destination for all sorts of cycling, both utilitarian and recreational. The existing trails within Saugeen Shores, combined with the relatively low-volume local roads, make the area an ideal destination for cycle tourism, providing visitors with small town charm, beautiful coastline vistas and wide-open rural riding. The character of the community is such that there are many opportunities for everyday cycling, providing residents with the opportunity to ride to local shops and amenities more often.*
- ▶ *Connections between trails and community amenities will be strengthened, making it easier and more comfortable for residents and tourists alike to access local businesses.*
- ▶ *There will be programs in place to educate residents about the importance of safely sharing the road with all road users, and residents will be encouraged to walk and bike more often through a coordinated series of programs.*
- ▶ *A higher number of children in Saugeen Shores will regularly walk or bike to school, and cycling will be a common activity for residents of all ages and abilities.*

The workplan and recommendations are organized under the 5 E's (Engineering, Education, Encouragement, Enforcement and Evaluation plus Planning) of the BFC Program, and outline recommended actions Saugeen Shores could take in the next two to three years to help it work towards achieving the five-year vision.

3 Community Engagement

3.1 Purpose and Objectives

Public and agency consultation is a core component of the MCEA process. The Community Engagement Program offered stakeholders a variety of opportunities to learn about the TMP and provide input into the development of the long-term transportation strategy for Saugeen Shores. The study also enabled the Town to educate interested parties about local transportation issues and opportunities. Specific engagement objectives included:

- ▶ **INFORM:** to get the word out regarding the project, schedule, events, milestones, and availability of information.
- ▶ **EDUCATE:** to provide a common level of understanding about the purpose, contents, and role of a transportation master plan.
- ▶ **CONVERSE:** to engage community stakeholders to discuss key challenges and opportunities within the community.
- ▶ **REFINE:** to revise draft materials to better reflect what was heard and capture new and additional thoughts, opportunities, and directions.
- ▶ **SUPPORT:** to build consensus within the community for supporting the ultimate approval of the transportation master plan.

The program featured a wide range of engagement and communication tools to involve a broad spectrum of participants, as highlighted in the following sections. **Appendix A** provides further details of the community engagement process.

3.2 Phase 1 Engagement

3.2.1 Program Elements

The Phase 1 Engagement Program, documented in **Appendix A** of the TMP, focused on information gathering and conversations with the community. The purpose was to set a solid framework for preparing draft policies and strategies. The engagement activities comprised a range of different formats and locations to generate discussion and input including the following:

- ▶ **Town Website – INFORM AND EDUCATE**

The Town created a project-specific webpage on its website to provide background information and updates on the progress and next steps of the meeting. The webpage is found here:

<https://www.saugeenshores.ca/en/our-services/transportation-master-plan.asp>.

This page was updated as the study progressed to inform the community and provide access to initial findings and draft documents.

Emails sent to tmpstudy@saugeenshores.ca and to the Town were compiled and included as background information.

► **Social Media – INFORM AND CONVERSE**

The Town communicated with the community through the Town's social media feeds (Facebook and Twitter). In Phase 1 these feeds provided an avenue for providing information to community regarding the study's initiation, links to the Town's website for more information and to the online survey, and notices for the "Pop-Up" Sessions. Participants were also able to provide input and dialogue with other community members. A similar approach will continue for the next phases of the study. Appendix A of the Phase 1 Engagement Summary Report contains a complete list of the comments and conversations provided through social media.

► **"Pop-Up" Sessions – INFORM, EDUCATE, CONVERSE, AND SUPPORT**

The consultant team and the Town held "Pop-Up" sessions in Southampton and Port Elgin to engage and get input from residents and visitors within the community. They were held on consecutive nights in Southampton (August 30, 2018) and Port Elgin (August 31, 2018) in outdoor public spaces. Display panels provided information on the purpose of the study as well as allowed participants to directly provide comments. These sessions were targeted to more informal conversations between the community and the consultant team and Town. Altogether, there were approximately 300 to 400 people engaged through these sessions. Appendix A of the Phase 1 Engagement Summary Report contains a complete list of comments received and input heard at these two sessions.

► **Online Survey – CONVERSE**

The consultant team prepared an online survey that was open from August to October 2018. The survey, comprised of 20 questions, gathered information concerning the participant's community, demographics, and travel habits (driving, walking, and cycling) as well as providing for open thoughts on transportation improvements needed throughout the Town for different travel modes. A total of 364 participants completed the survey. Appendix B of the Phase 1 Engagement Summary Report contains a complete summary of the results of the online survey with graphs and complete lists for open-ended questions.

► **Community Stakeholder Sessions – EDUCATE, CONVERSE, AND SUPPORT**

The Town and the consultant team held small, targeted group conversations with nine different interest groups on November 1, 2018. This included heritage groups, resident and business associations, active transportation groups, Bruce County staff, Town staff and Council representatives. These short (30 minute)

sessions were focused on five questions concerning representation, transportation interests, and general thoughts about transportation in the community. Appendix C of the Phase 1 Engagement Summary Report contains a complete summary of the responses of each of the nine groups.

3.2.2 Prevailing Messages

Community response to the Phase 1 Engagement Program was impressive and provided an abundance of information and input for the consultant team. Altogether there were upwards of 1,000 comments, responses, and conversations throughout the first phase of the project. The appendices of the Phase 1 Engagement Summary Report contained in **Appendix A** of the TMP provide the survey results and engagement comments as they were heard from the community. Synthesizing this input, the following series of common messages or themes, in no specific order, emerged from the community input and conversations.

- ▶ The TMP needs to be a long-range document that informs decisions related to planning and growth of the community. It needs to provide expectations moving forward and be flexible enough to account for changes in the community and transportation trends and technology.
- ▶ Traffic volumes and delays along Highway 21 through Port Elgin and Southampton are a frustration and concern shared by most people. July and August are particularly difficult for residents as the increasing levels of visitors over the years affect travel habits and movements of residents for day-to-day errands. Also, many feel the difficulties of travelling on Highway 21 are trickling down to side streets as people find alternative routes, on roads they feel are not meant for that type of traffic.
- ▶ Related to the above Highway 21 congestion, a higher order by-pass route is a very common message that was received. Such a by-pass was intended by respondents to provide an alternative route for traffic (both automobile and truck traffic) to by-pass Highway 21 through Port Elgin and Southampton where those communities are not the destination. There are numerous routing options suggested through the engagement process.
- ▶ Some form of public transportation is important for those people in the community that do not own a car or are not able to drive. This is particularly important between Port Elgin and Southampton given the interconnections of these communities, but it also was considered for other areas of Saugeen Shores. Seniors, those with disabilities and service industry employees were noted as particularly affected by the lack of public transportation. Alternatives, such as taxis, are expensive when one must use on a more regular basis for daily tasks and travel.
- ▶ Support and praise for the off-road trails and pathways in Saugeen Shores, including the Rail Trail and lakefront pathways, was common. There is, however, an expressed desire to “complete” this foundation of trails and pathways through the infilling of missing links, addition of

connections to surrounding communities, and linkages to on-street active transportation routes. This is meant in the interest of providing a complete north-south and east-west active transportation system through Saugeen Shores.

- ▶ The Rail Trail crossing of Highway 21 near Hi-Berry Farms was repeatedly and specifically referenced as a safety concern for trail users. Posted and travelled speeds of passing traffic, the bend in the road, and lack of definition were commonly cited concerns. Mitigation measures suggested included a trail overpass of Highway 21 or realignment of the trail to a safer location.
- ▶ Greater consideration and incorporation of active transportation modes of travel is generally desired as part of the study and street improvements moving forward. More dedicated bike lanes on major routes are desired to provide for safer and more defined travel for cyclists. As well, more sidewalks and more continuity of sidewalks is desired through the communities, particularly to pedestrian-oriented destinations like schools and main streets. Such an on-street system of bike lanes and sidewalks is desired to allow people to walk or cycle in multiple directions and to multiple destinations through the communities of Port Elgin and Southampton.
- ▶ The desire for the maintenance of the character of the older cottage areas in Port Elgin and Southampton was common. Concerns related to the application of a “one size fits all” road design or “urban” and “suburban” standards not being appropriate for such areas. In these instances, the widening of streets and the installation of new sidewalks and curbs were often specifically raised as a concern concerning the erosion of the character of these areas. Several suggestions related to the establishment of “character areas” throughout Port Elgin and Southampton where designs specifically address localized conditions of existing character.
- ▶ Parking for the summer crowds and beach destinations was a frequently cited concern. Parking by visitors on residential side streets is an ongoing frustration for many respondents and makes it difficult for residents in those areas. Common public parking lots targeted to beach visitors, further time limits on on-street parking, and paid parking in the beach areas were all suggested to address this issue.
- ▶ Speeding was a concern raised both generally and in specific locations within Port Elgin and Southampton. This includes both the main routes, such as Highway 21, as well as the side streets that residents feel are receiving further traffic flows for people “short-cutting” traffic. Enforcement of speeding was generally referenced as lacking. The multitude of different speed zones along the length of Highway 21 are confusing to drivers, particularly for visitors.
- ▶ There was a general frustration of many regarding people on bicycles not obeying the “rules of the road”. Particularly, this related to people riding bicycles on sidewalks, posing a safety risk to more vulnerable pedestrians using the sidewalks. Better education and enforcement of by-laws regarding such situations was commonly suggested.

- ▶ Numerous specific “hot spots” were cited throughout Saugeen Shores, particularly Port Elgin and Southampton transportation and traffic issues. This covered a broad range of considerations in certain locations, including pedestrian safety concerns, the condition of sidewalks, lane markings, the timing of stoplights, the configuration of stop controls, speeding traffic, and other maintenance matters.

3.3 Phase 2 Engagement

3.3.1 Program Elements

The Phase 2 Engagement Program, documented in **Appendix A** of the TMP, focused on developing the plan directions and policies and gathering feedback from the community. The purpose was to ensure the plan directions aligned with the community’s vision. The project team continued to use the tools developed in Phase 1 (Town Website, Social Media, and Online Surveys), updating them to reflect the Phase 2 goals. Like Phase 1, the engagement activities comprised a range of different formats and locations to generate discussion and input including the following:

- ▶ **Town Website – INFORM AND EDUCATE**

The Town project specific webpage on its website was updated frequently to reflect the project status, including interim draft reports, online survey links and consultation notices. Any feedback received through the project webpage and emails sent to the Town were compiled and included as background information.

- ▶ **Social Media – INFORM AND CONVERSE**

The Town continued to communicate with the community through the Town’s social media feeds (Facebook and Twitter). In Phase 2, these feeds provided an avenue for the community to view information regarding the study’s progress, links to the Town’s website for more information and to the online survey and notices for the Public Information Session. Participants were also able to provide input and dialogue with other community members. Appendix A of the Phase 2 Engagement Summary Report contains a complete list of the comments and conversations provided through social media.

- ▶ **Online Survey – INFORM, CONVERSE, AND REFINE**

The consultant team prepared an online survey that was open throughout July 2019. The survey, comprised of five questions, gathered resident feedback on the preferred alternative planning strategy and importance of different modes of transportation, as well as providing for open thoughts on transportation improvements needed throughout the Town related to the preferred planning alternative. A total of 160 participants completed the survey. Appendix B of the Phase 2 Engagement Summary Report contains a complete summary of the results of the of the online survey with graphs and complete lists for open-ended questions.

► **Public Information Centre – INFORM, EDUCATE, CONVERSE, REFINE, AND SUPPORT**

The consultation team held a Public Information Centre (PIC) on August 7, 2019 from 4:00 PM to 8:00 PM at the Saugeen Shores Community Complex to present the recommended directions for the TMP and gather community feedback. The PIC was held as a drop-in format with 30 display boards highlighting the key components of the TMP. Both the consultant project team and Town staff were available to answer questions and provide further details.

Over the course of the evening, residents, councillors, and stakeholders attended the PIC with 37 participants signing the registrar. Residents had the opportunity to provide feedback through a workbook correlating to each of the display panels or an open comment form, either in person or on the project website. After the PIC, all materials were available on the project website for review and people could provide feedback online until August 31, 2019. Altogether, there was approximately 70 people engaged through the PIC. All comments were recorded and considered for inclusion in the TMP where appropriate. Appendix C of the Phase 2 Engagement Summary Report contains the full compilation of materials from the PIC and comments.

3.3.2 Feedback Summary

As with Phase 1, community response to the Phase 2 Engagement Program was considerable. Altogether there were upwards of 300 comments, responses, and conversations throughout the second phase of the project. These comments and responses, as they were heard from the community, are provided in the appendices of the Phase 2 Engagement Summary Report contained in **Appendix A** of the TMP. Synthesizing this input, the following series of common messages or themes, in no specific order, emerged from the community input and conversations.

Online Survey

- Most survey respondents (63%) were satisfied or very satisfied with the preferred alternative and vision for the plan. Another 19% were neither satisfied nor dissatisfied.
- A year-round transit service, active transportation facilities and a Highway 21 bypass are key elements to be incorporated into the final plan for the Town.
- Walking and driving were noted as the most important modes of transportation, followed by cycling and public transportation.
- There were some noted concerns about pedestrian and cyclist safety, especially near the waterfront where active transportation should be prioritized.

- ▶ The need for public transportation was noted in most comments. The limited taxi and ride sharing options make it difficult for students and seniors to move around Town.

Public Information Centre

- ▶ Saugeen Shores should continue to preserve the heritage of the cottage roads while implementing complete streets and share the road policies.
- ▶ A northbound left-turn lane at Highway 21 and Ivings Drive is needed. An advanced northbound phase would be a good interim measure until the lane can be constructed.
- ▶ Roundabouts were viewed favourably in locations where sightline issues and mainline traffic volumes inhibit traffic flow from the minor roadway. Railway Street at McNabb Street, Bruce County Road 25 and Bruce Street, and Highway 21 at Turner Street were mentioned as possible roundabout locations.
- ▶ The plan does little to address traffic overflow onto Collector Roads. If traffic is travelling on Bruce Street as an alternative, traffic calming and enforcement are needed to prohibit speeding and ensure safety for all road users.
- ▶ A protected crossing at Highway 21 and the Rail Trail was not included as part of the plan. A potential solution would be to construct a bike lane on the west side of Highway 21 from Port Elgin to the Rail Trail.
- ▶ The Town should consider reducing speed limits on cycling routes, especially near the waterfront.
- ▶ Need for bike infrastructure on the outskirts of Town along County Roads to connect to rural areas as well as Bruce Power.
- ▶ With construction of the proposed active transportation routes, the Town needs to increase their winter maintenance program to ensure pedestrian and cyclist safety.
- ▶ Traffic calming measures should be carefully considered based on the location. Speed bumps were generally unwanted, while raised intersections and bump-outs were noted as potential measure to increase pedestrian safety.
- ▶ Need for more public education regarding the rules of the road, cycling and school zone safety.

3.4 Agency Consultation

Agencies were notified at key points in the study process and to fulfill the requirements of the MCEA process. All agencies and stakeholders required to be consulted under the process were notified about the TMP at study start-up by mail. The notices were sent by the project team and included a copy of the Notice of Study Commencement, a letter and form for comments and to

indicate if they would like to remain on the study contact list. The study contact list was updated to reflect the responses received, including any change in contact information.

The agencies were encouraged to provide any information they felt was necessary for the project team to consider during the study. The agencies included Town services, Bruce County, neighbouring municipalities and counties, provincial and federal agencies, First Nations, conservation authorities, utility companies, and other interested parties.

Stakeholders and agencies were asked to provide comments on the draft report by **November 13, 2020** to be incorporated in the final version of the TMP. All comments received from agencies and stakeholders were recorded, considered, and addressed.

Formal meetings were not requested or held with the agencies and stakeholders.

The complete agency contact list is provided within the Community Engagement Program Appendices in **Appendix A** of the TMP. Also included are the project team responses to any agency and stakeholder comments.

4 Existing Conditions

4.1 Environment

4.1.1 Natural

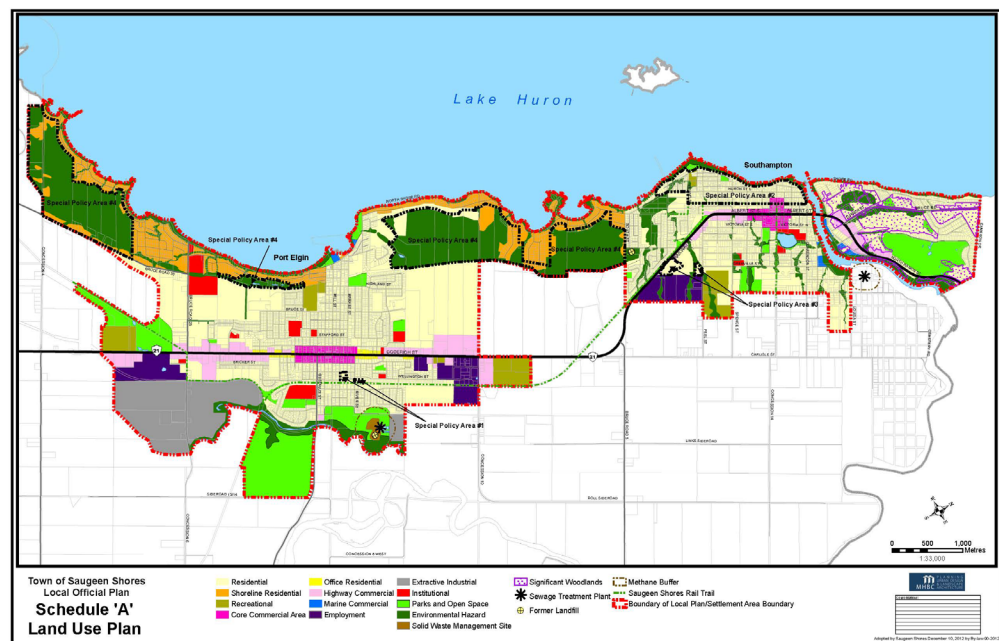
Natural heritage areas are a key facet to any community. The quality of life of a community is influenced by the quality of the natural environment. The health of natural heritage features and areas directly reflects the social, environmental, and economic health and well being of the whole community. It is the responsibility of the County in partnership with the local municipalities, the Province, and the conservation authorities to provide a high-quality natural environment for the community including a diverse and healthy natural heritage system. The Town of Saugeen Shores has a wide range of natural features, including environmentally significant areas, beaches, woodlands, wetlands, valley and stream corridors, and wildlife habitats to be protected and enhanced.

The most prominent natural feature in the Town is the Lake Huron shoreline, extending the entire length of the community. The Town's Waterfront Master Plan and Beach Maintenance Plan identify policies and actions to ensure environmental sustainability of the shoreline.

The Town's Official Plan utilizes the Environmental Hazard designation, Special Policy Area #4, and the Significant Woodlands Study mapping to achieve much of the Town's environmental goals and objectives. **Figure 4.1** identifies the land use plan for Saugeen Shores, identifying these locations. The Official Plan outlines specific policies for these areas to provide permanent protection of natural features.

Figure 4.1:
Town of Saugeen
Shores Land Use
Plan

(Source: Town of
Saugeen Shores
Official Plan, October
2014, Schedule A)

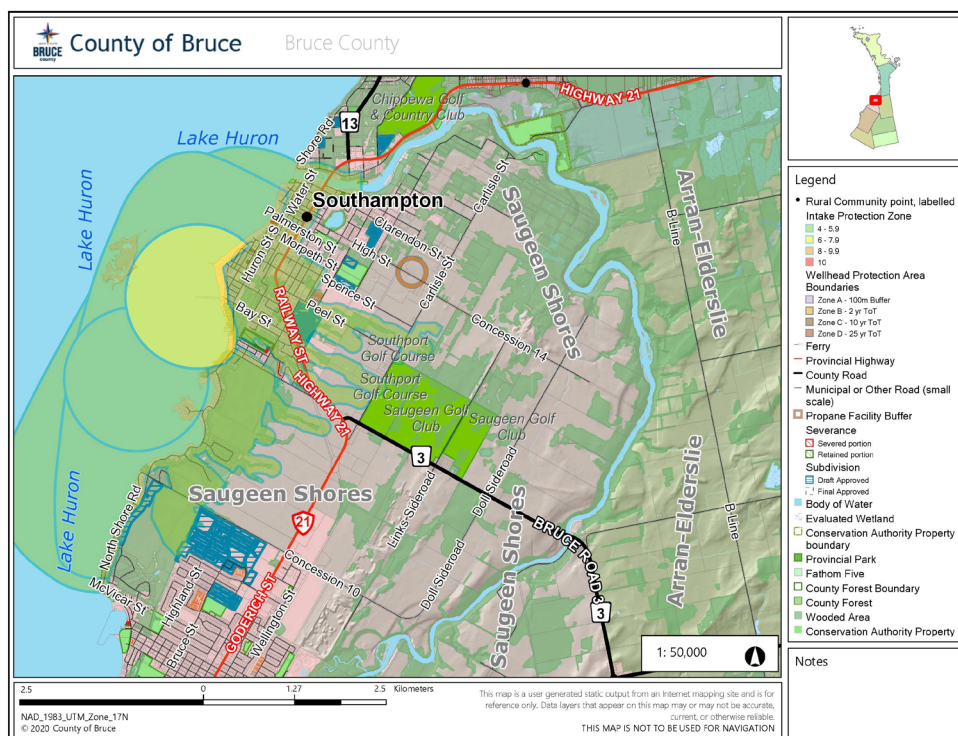


The *Clean Water Act*, 2006 is part of the Ontario government's commitment to ensure the sustainability of clean, safe drinking water for all Ontarians. The purpose of the Ontario Clean Water Act is to protect sources of municipal drinking water including lakes, rivers and well water. Under the Clean Water Act, local Source Protection Plans (SPPs) have been developed, containing policies to protect municipal sources of drinking water. The SPPs identify vulnerable areas including Wellhead Protection Areas (WHPAs), Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based areas (EBAs), and Issues Contributing Areas (ICAs). As the Town is situated on Lake Huron, the source for municipal drinking water is an offshore intake in Southampton.

Figure 4.2 details the source protection boundary and EBAs within the Town of Saugeen Shores. EBAs are determined by modelling and other forms of analysis of spills that could cause an exceedance at an intake. This area allows potential significant drinking water threats to be identified for surface water intakes. The projects identified in the TMP are subject to the applicable policies outlined in the Saugeen Valley Source Protection Plan. For the project specific environmental assessments that will be completed for any Schedule B and C projects identified in the TMP, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.

Figure 4.2:
Southampton Water
Treatment Plan
Events-Based Area
Mapping

(Source: County of
Bruce, 2020.)



4.1.2 Cultural Heritage

The Town also seeks to identify, conserve, and enhance its cultural heritage resources whenever practical and to encourage all new development and redevelopment to respect important cultural heritage features. Section 2.4 of the Town's Official Plan establishes policies for cultural heritage organized around five key components: built heritage resources, heritage properties, heritage attributes, cultural heritage landscapes and archaeological resources. The policies within the Official Plan recognize that cultural heritage landscapes and built heritage resources need to be identified, and that cultural heritage landscapes and significant built heritage resources need to be conserved.

The Town formed the Municipal Heritage Committee to advise Council on matters regarding conservation and recognition of buildings and property of historic or architectural value in accordance with the *Ontario Heritage Act*.

4.1.3 Socio-Economic and Demographics

With a population of 13,715 in 2016, Saugeen Shores is the largest municipality in Bruce County in terms of residents. **Figure 4.3** illustrates the distribution of residents between the communities of Port Elgin, Southampton, and rural areas within Saugeen Shores. Over the 2001-2016 period, Saugeen Shores was the fastest growing municipality in Bruce County. Since 2001, the Town has represented approximately 55% of the County's overall population growth. While many of the County's area municipalities declined over this period, Saugeen Shores was one of the few municipalities that experienced both residential and non-residential growth. Growth within the community has been primarily concentrated in the Port Elgin, as well as the Southampton urban areas.

Figure 4.3:
2016 Population
Distribution

(Source: Statistics
Canada)

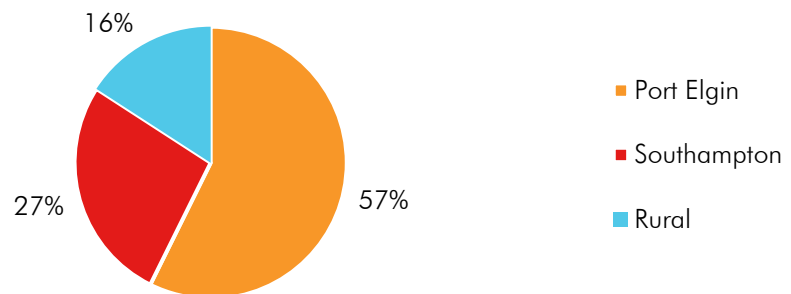


Table 4.1 details the 2001-2016 population, housing and employment statistics for the Town of Saugeen Shores obtained from Census Canada (population, housing) and the Town's development forecasts (employment). Note the data does not adjust for the Census undercount, which refers to the number of Canadian residents not recorded in the census.

TABLE 4.1: POPULATION, HOUSING AND EMPLOYMENT GROWTH, 2001-2016

	2001	2006	2011	2016
Population	11,388	11,720	12,661	13,715
Housing	6,215	6,645	7,228	7,665
Employment	Not Available	3,677	3,316	4,049

Between 2006 and 2016, the population increased by 17.0% (1,995 residents) or 1.6% per annum. During the same period, the total number of dwellings increased by 15% (1,010 dwellings) or 1.4% per annum. After declining over the 2006-2011 Census period, employment in the Town increased during the 2011-2016 period, where the employment grew by 22% (733 employees, 372 net new employees from 2006).

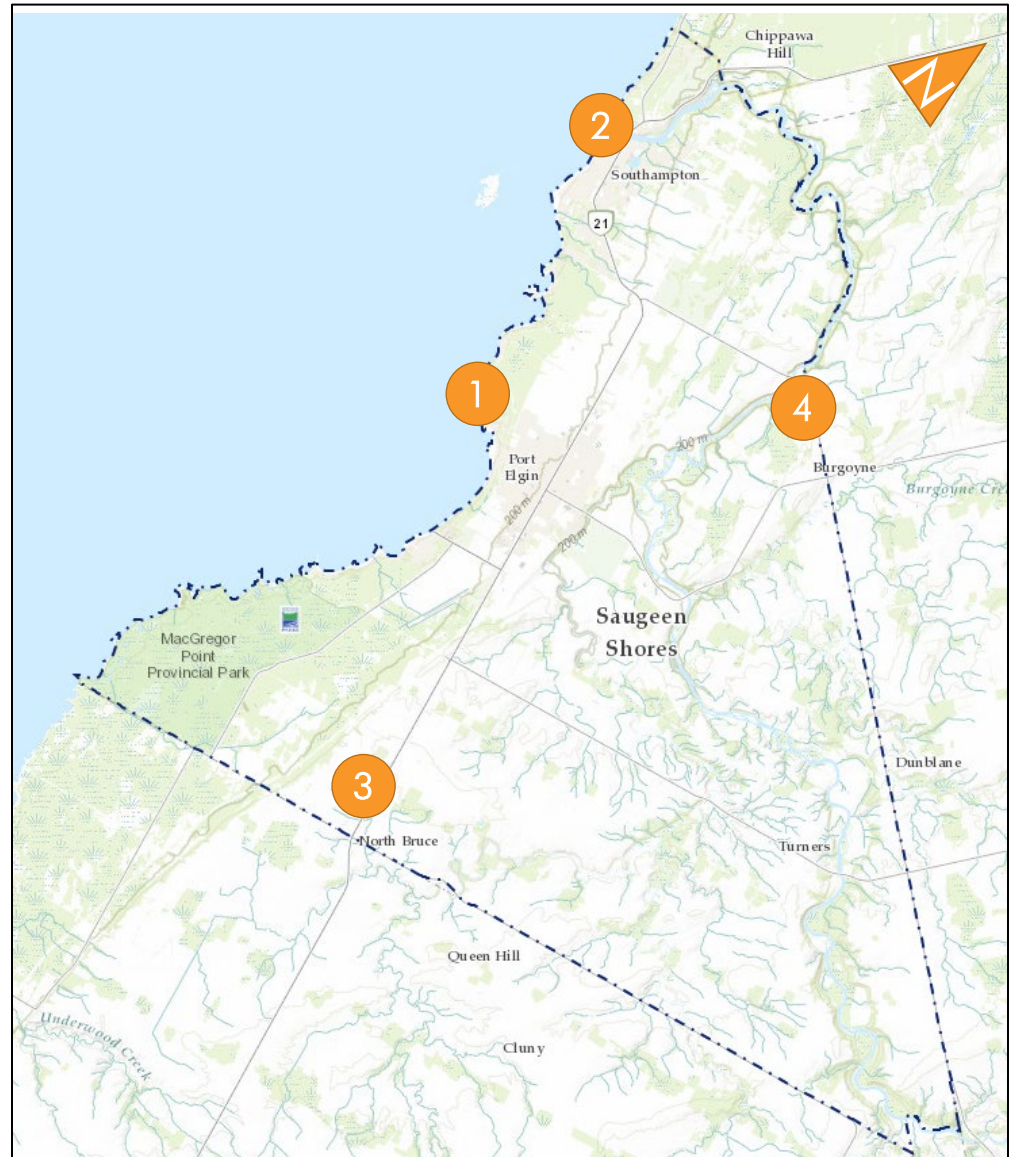
Unique to the Town is the large number of seasonal residents that are drawn to Saugeen Shores each summer. The Town estimates that there are approximately 7,500 seasonal residents, pushing the total population over 20,000 residents during peak summer months. In addition, the Town accommodates many visitors each summer from all over Ontario and beyond.

4.1.4 Land Use and Communities

Saugeen Shores is the result of the amalgamation of the former municipalities of the Town of Port Elgin, Town of Southampton, and Township of Saugeen. Combining these three communities, with their rich rural landscapes, bustling urban centres and connection to the Lake and River shorelines, has created a diverse economic base. Agriculture, small business, tourism, and the Bruce Power Site (formerly the Bruce Nuclear Power Development) are the four pillars of the economy of the Town. Saugeen Shores is comprised of two urban cores, Port Elgin and Southampton, as well as the hamlets of North Bruce in the south and Burgoyne in the east. **Figure 4.4** illustrates the communities on a map of the Town, which are described below:

1. Port Elgin is located on Highway 21 at the shore of Lake Huron, centrally located in Saugeen Shores. In 2016, Port Elgin had a population of 7,862 permanent residents.
2. Southampton is located on Highway 21 at the shore of Lake Huron, at the northern end of Saugeen Shores. The 2016 population of Southampton was 3,678 permanent residents.
3. North Bruce is located at the southern end of the Town on Highway 21 at the Bruce-Saugeen Townline. The community is adjacent to the Municipality of Kincardine.
4. Burgoyne is located on the eastern edge of the Town at the crossroads of Bruce County Road 3 and Bruce County Road 17. The majority of Burgoyne is within the Municipality of Arran-Elderslie.

Figure 4.4:
Communities in
Saugeen Shores



The two urban cores have historically supported a wide range of retail outlets and service industries. The shopping districts offer retail stores, gift shops, restaurants, grocery stores, crafts, boutiques, and novelty shops. Varieties of smaller light industrial establishments are located throughout the municipality including several construction companies and local homebuilders.

The tourism industry is one of the greatest positive impacts on the Saugeen Shores economy. The Lake Huron shoreline has attracted summer residents for generations resulting in vibrant cottage communities. All along the Bruce Coast, people from across Ontario, Canada, the United States and Europe have taken advantage of the beautiful beaches and rural living to make the area their summer home or holiday retreat.

4.2 Transportation System

4.2.1 Roads

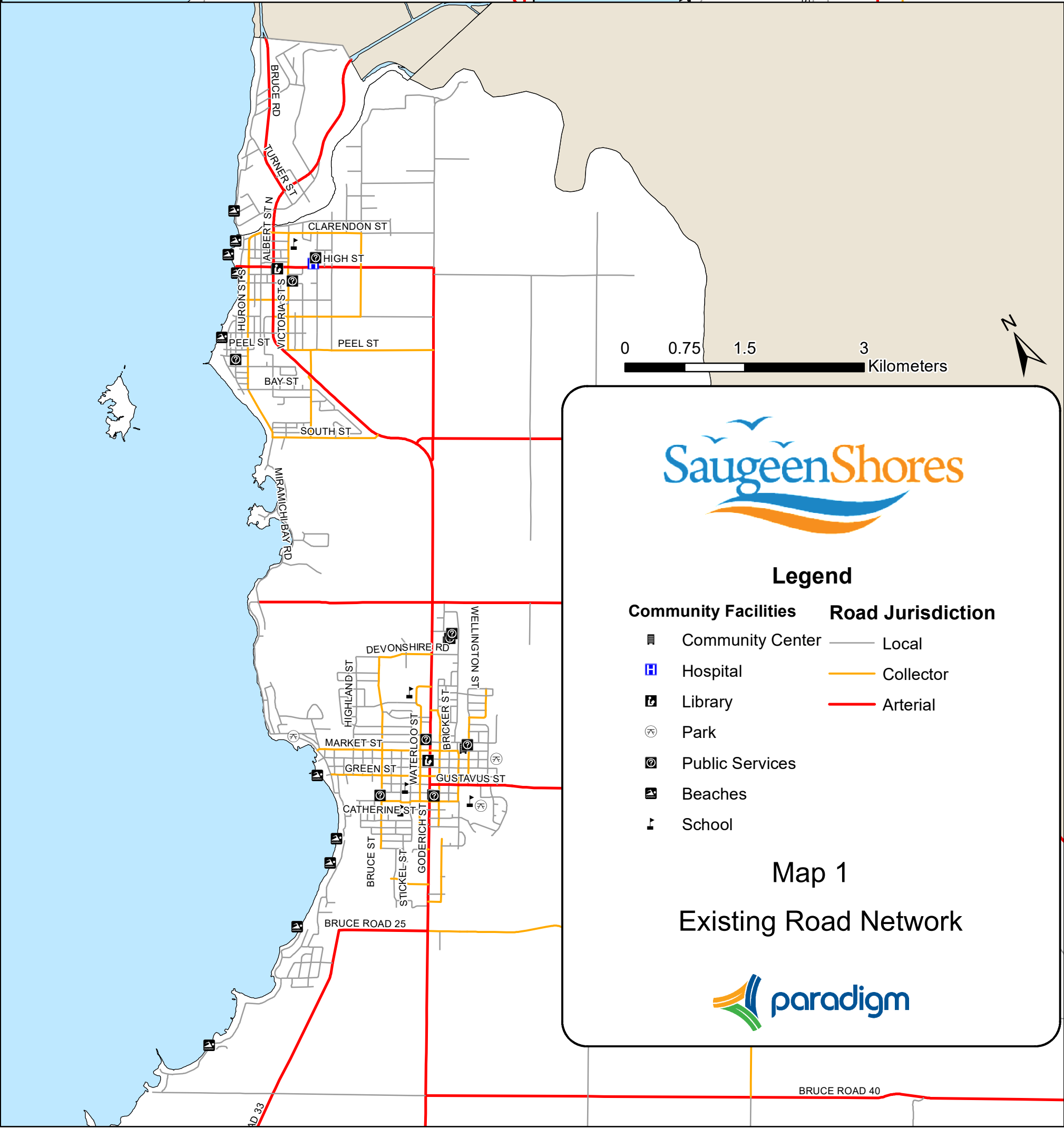
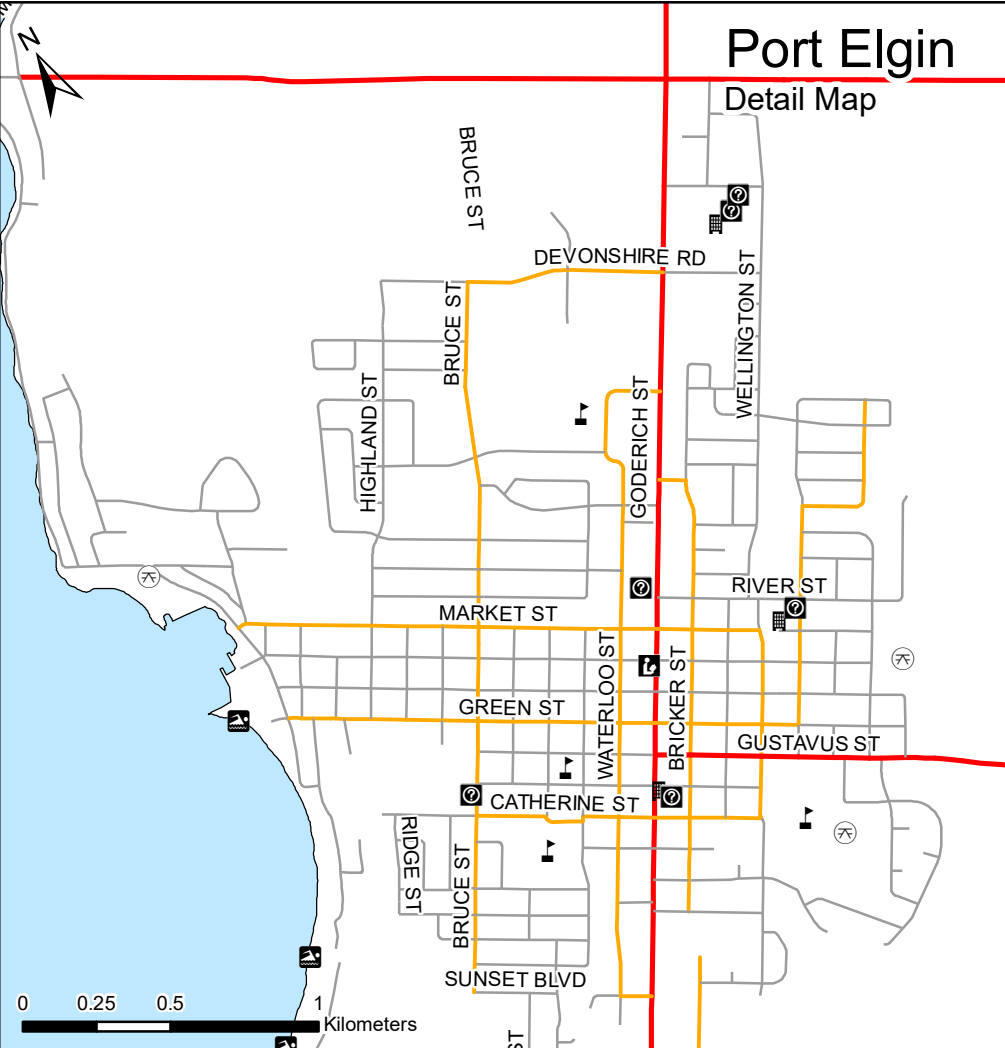
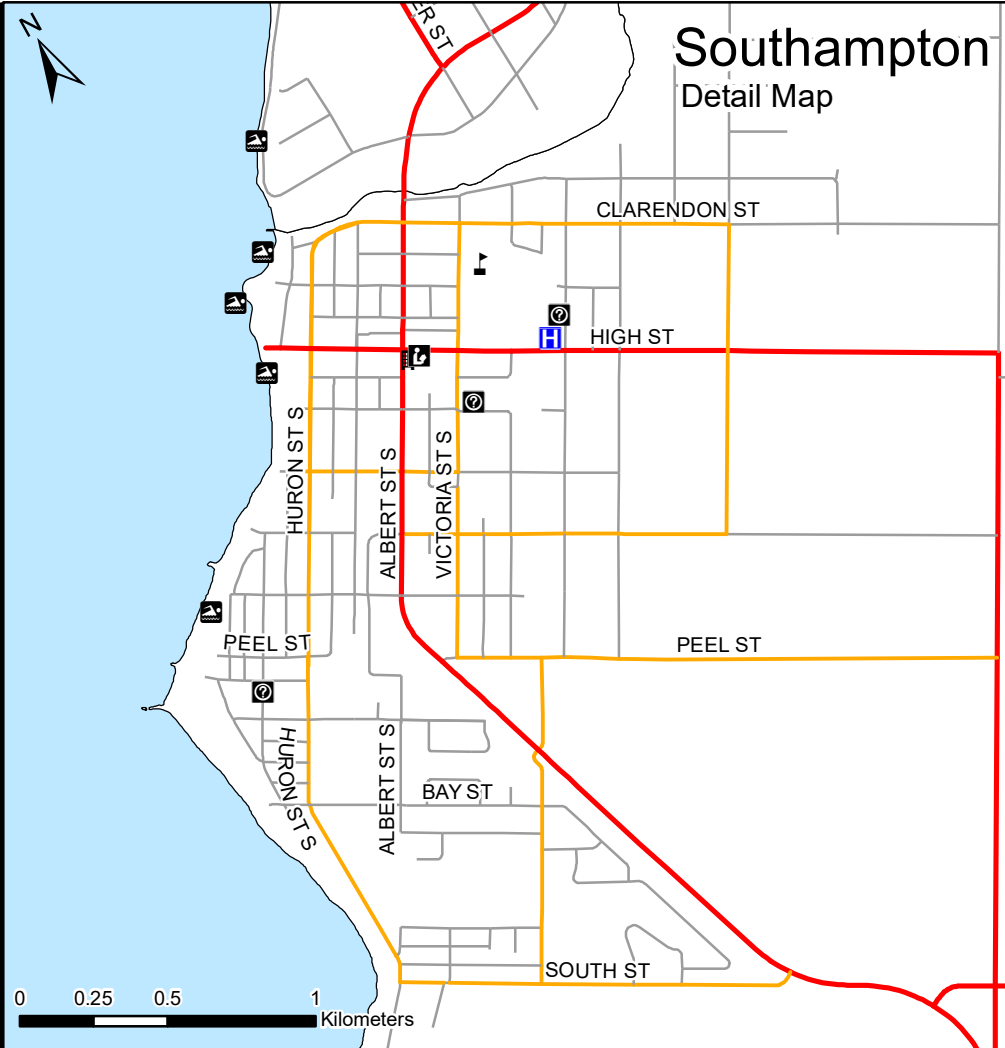
Saugeen Shores is serviced by a grid-based road network consisting of provincial highways, County Arterial Roads, and the Town's system of Arterial, Collector and Local Roads. **Map 1** displays the existing hierarchical road network serving the Town of Saugeen Shores. The primary focus of the TMP are roads that are under the Town's jurisdiction.

Ontario Highway 21 is the main north-south thoroughfare in Saugeen Shores extending from the Municipality of Kincardine in the south to the north end of the Town, where the road curves east-west to form the border between the Chippewas of Saugeen First Nation 29 and the Municipality of Arran-Elderslie. Highway 21 passes through Port Elgin and Southampton, as the main Arterial Road in the communities. Highway 21 is also known as Goderich Street (Port Elgin), Railway Street (Southampton), Albert Street (Southampton) and North Rankin Street (north of Southampton) in Saugeen Shores.

Within Port Elgin and Southampton, the Town has 4.25 kilometre (km) and 5.55 km Connecting Link agreements with MTO for Highway 21, respectively. Connecting Links are municipal roads that connect two ends of a provincial highway through a community or to an international or interprovincial border crossing. These are critical roadways that serve provincial and municipal interests, as they carry long-distance provincial highway traffic moving through communities, as well as local traffic within the community. While the road is under the control of the Town, modifications require the approval of MTO to be constructed. The Connecting Links Program provides funding for eligible capital improvement costs. The responsibility for maintenance of connecting links lies with the municipality.

The Bruce County roads in Saugeen Shores include:

- ▶ **Bruce County Road 3** travels in a north-south direction and forms the border between Saugeen Shores and Arran-Elderslie south of its crossing with the Saugeen River. Bruce County Road 3 connects to Highway 21 between Port Elgin and Southampton;
- ▶ **Bruce County Road 13 (Turner Street/Bruce Road)** travels in a north-south direction following the shore of Lake Huron from Highway 21 (North Rankin Street) north of the Saugeen River;
- ▶ **Bruce County Road 17 (Gustavus Street)** runs in an east-west direction from Highway 21 (Goderich Street) in Port Elgin north-east to Tara (Arran-Elderslie);



Legend

- | Community Facilities | Road Jurisdiction |
|----------------------|-------------------|
| Community Center | Local |
| Hospital | Collector |
| Library | Arterial |
| Park | |
| Public Services | |
| Beaches | |
| School | |

Map 1
Existing Road Network



- ▶ **Bruce County Road 25** runs east-west between Highway 21 and Bruce County Road 33;
- ▶ **Bruce County Road 33 (Lake Range Road)** travels in a north-south direction from Bruce County Road 25 south to Kincardine; and
- ▶ **Bruce County Road 40 (Concession 4)** runs in an east-west direction from Highway 21 through the Municipality of Arran-Elderslie to Grey County.

The Town's Arterial and Collector Road system generally forms smaller block grids between the provincial and Bruce County road systems. These roads are generally continuous and carry moderate traffic volumes. The Town's Official Plan illustrates proposed Collector and Arterial Road extensions in Port Elgin and Southampton to provide parallel routes outside of the downtown areas. As of 2016, the Town has jurisdiction of approximately 255 km of roads, consisting of 77% asphalt and 23% gravel surface.

Within the communities of Port Elgin and Southampton, the Arterial and Collector Road network provides access to the Local Road system. Significant Arterial and Collector Roads in the Town include:

- | ▶ Port Elgin | ▶ Southampton | ▶ Rural |
|---------------------|----------------------|-------------------|
| • Bruce Street | • Huron Street | • Concession 10 |
| • Waterloo Street | • Victoria Street | • Carlisle Street |
| • Bricker Street | • McNabb Street | |
| • Wellington Street | • Anglesia Street | |
| • Arlington Street | • South Street | |
| • Louis Street | • Peel Street | |
| • Green Street | • Spence Street | |
| • Market Street | • Morpeth Street | |
| | • High Street | |
| | • Clarendon Street | |

The Local Roads connect to the Collector Roads and provide access to individual properties in residential and commercial areas.

4.2.2 Active Transportation

The Town of Saugeen Shores is committed to providing active transportation facilities to assist residents and visitors in leading balanced, healthy lifestyles. The active transportation system in Saugeen Shores consists of interlinked sidewalks, trails and cycling loops that are managed by the Town of Saugeen Shores, Bruce County, adjacent municipalities, Ontario Parks, and other entities. This integration among several organizations allows for an active transportation network that provides connectivity within, to and from Saugeen Shores.

Sidewalks

In Port Elgin and Southampton, sidewalks are provided on one or both sides of most Arterial and Collector Roads and on many Local Roads. There is limited sidewalk coverage in the rural areas of the Town. In total, the Town has 66 km of sidewalks, with 48 km of sidewalk maintained during the winter months. **Map 2** illustrates the existing pedestrian network in the Town.

Trails

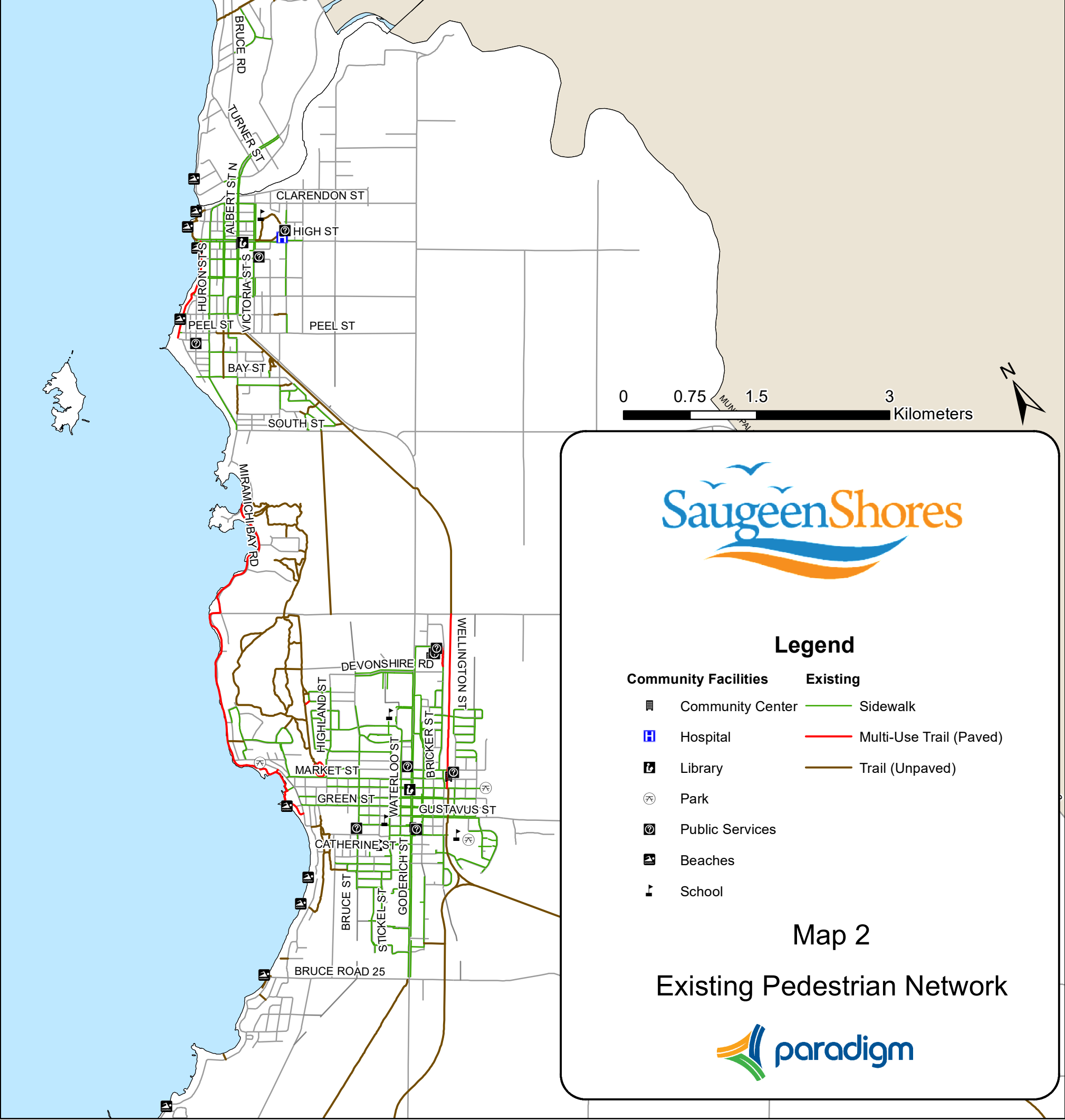
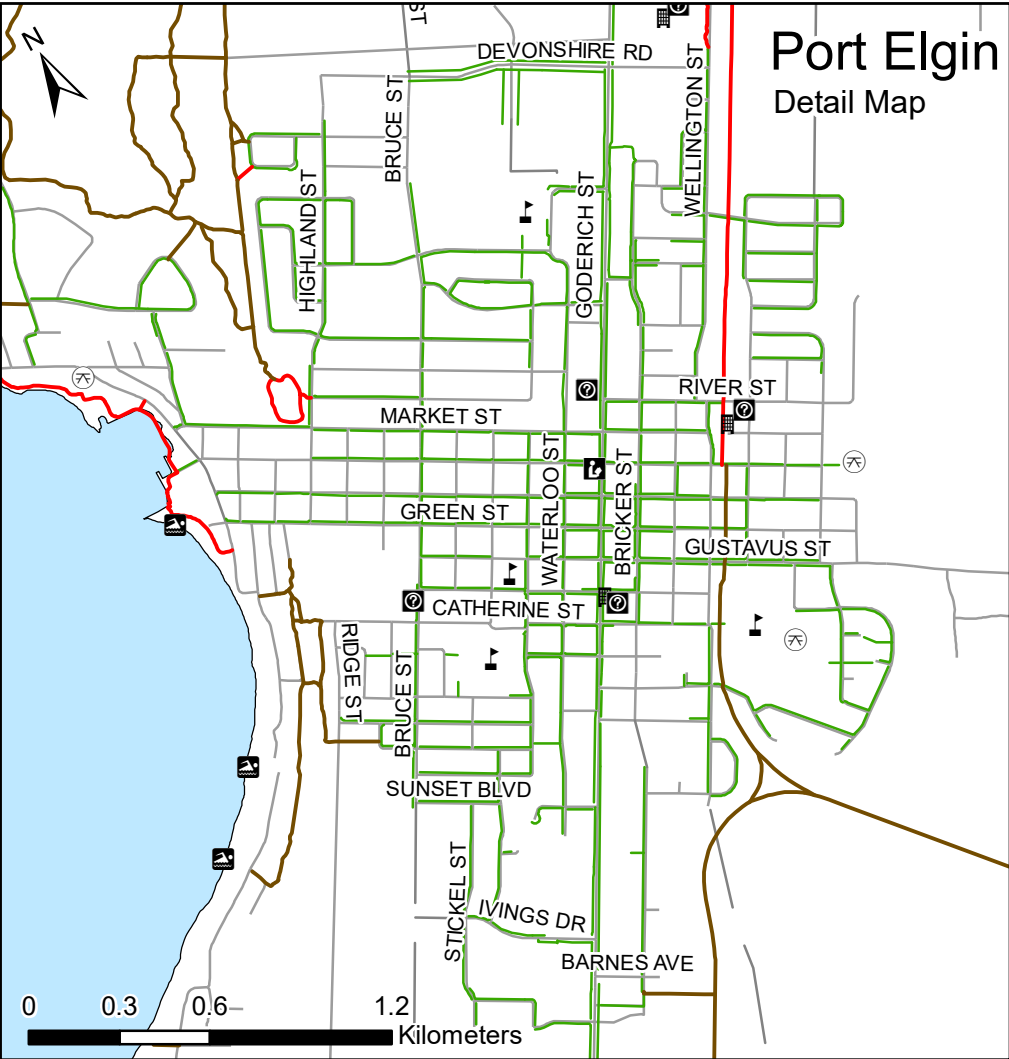
Saugeen Shores offers many well-maintained four-season trails for activities such as walking, hiking, cycling, snowshoeing, and cross-country skiing. The Town's trail network provides a combination of wood chip, hard packed gravel, on road connectors, natural, gravel and paved path surfaces with a total combined length of 33 km.

Notable trails through Saugeen Shores include:

- ▶ Albert Street Trail
- ▶ Biener's Bush Trail System
- ▶ Bushline Trail
- ▶ Captain Spence Trail
- ▶ Copway Trail
- ▶ Fairy Lake Trail
- ▶ Gore Drain Trail
- ▶ Nodwell Park Loop
- ▶ North Shore Park Trail
- ▶ North Shore Trail
- ▶ Ridge Trail
- ▶ Saugeen Rail Trail
- ▶ Shipley Trail
- ▶ Southampton Boardwalk
- ▶ Woodland Trail
- ▶ The Boardwalk
- ▶ Town Pond Trail

The most prominent trail is the Saugeen Rail Trail, a 30-km hard packed multi-use trail that connects Southampton and Port Elgin. The trail is built on the old Wellington Grey Bruce railway line and begins in the south end of Port Elgin at the 6th Concession, east of Highway 21 and runs to Grosvenor Street in Southampton. There are numerous trail access points along the route, including the main trail head on River Street in Port Elgin.

While not under the Town's jurisdiction, additional public trails are in MacGregor Point Provincial Park south of Port Elgin along the shores of Lake Huron.



Legend

- | Community Facilities | Existing |
|----------------------|-------------------------|
| Community Center | Sidewalk |
| Hospital | Multi-Use Trail (Paved) |
| Library | Trail (Unpaved) |
| Park | |
| Public Services | |
| Beaches | |
| School | |

Map 2
Existing Pedestrian Network



Cycling Facilities

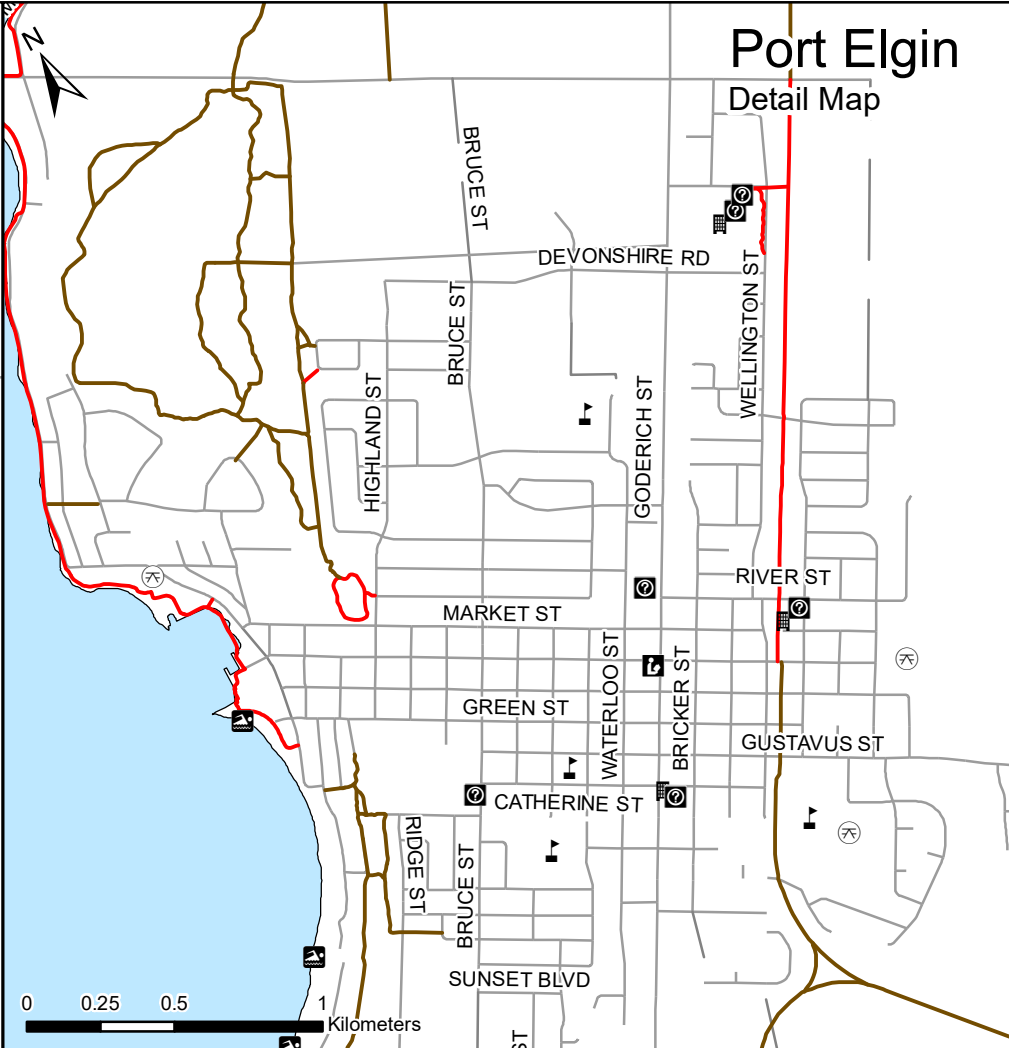
In addition to the trails, Saugeen Shores has several facilities that provide added connections for cyclists. These facilities include:

- ▶ A bike lane on Highway 21/Albert Street/N Rankin Street from Clarendon Street to Division Street. This bike lane is marked with reserved lane pavement markings but is not signed;
- ▶ Paved shoulders on Highway 21 from Division Street to the Town's northern boarder; and
- ▶ Paved shoulders on Turner Street from N Rankin Street to the Town's northern boarder.

Furthermore, the Town has three suggested cycling loops specified on its Cycling and Trails Map:

- ▶ **Downtown to Downtown Loop** – Less than 10 km separate the unique downtowns of Port Elgin and Southampton. The Downtown to Downtown loop showcases two individual and vibrant cores filled with local shops, restaurants, cafes, galleries, and a brewery. Local farmer's markets, entertainment and events infuse the communities with energy.
- ▶ **Great Lakes Waterfront Trail** – Mainly on rural and residential roads, the trail also includes an off-road forest trail between Gobles Grove and Port Elgin, the remarkable North Shore Trail, a 6 km asphalt bi-directional multi-use trail connecting Port Elgin and Southampton right at the water's edge, and a special detour: a beautiful 2 km section of pedestrian-only beachfront boardwalk along Southampton's shoreline.
- ▶ **Shore to Farm Loop** – The Shore to Farm loop provides a roundtrip tour of Saugeen Shores, travelling on hard packed gravel, natural and paved paths linked via on-road connectors. Ride next to the lake, along a natural forested trail, across the countryside and into Port Elgin and Southampton.

While cycling facilities are not provided along the entirety of each of these loops, the routes follow low volume roadways, providing more comfort to cyclists. **Map 3** illustrates the existing cycling network within the Town.



4.2.3 Truck Routes

The Town of Saugeen Shores does not have a defined truck route network for heavy vehicles. Highway 21 is a key route through the Town, carrying significant volumes of heavy vehicles through the Downtown areas of Port Elgin and Saugeen Shores. Heavy vehicles are permitted on all Town roads, except where authorized signs indicating “No Heavy Trucks” are installed. If a “No Heavy Truck” sign is present, no person shall operate a vehicle having a carrying capacity more than 1,000 kilograms on any such highway unless having a legitimate origin or destination on the said route.

Heavy vehicles are permitted on all Bruce County roads in the Town, with load restrictions in effect on the County road network during the spring months.

4.2.4 Public Transit

The Town of Saugeen Shores does not operate a local fixed-route public transit service. A specialized transit service is available for residents with physical or mental challenges. During the summer months, trolley services are available to both residents and visitors and operates between Port Elgin and Southampton. The following sections detail these transit services.

[Saugeen Mobility and Regional Transit \(SMART\)](#)

Saugeen Mobility and Regional Transit (SMART) is a specialized public transit service for the use of residents who meet certain eligibility criteria. The service is supported by member municipalities and is available in Arran-Elderslie, Brockton, Hanover, Huron-Kinloss, Chatsworth, Kincardine, Saugeen Shores, Southgate, and West Grey.

Generally, SMART service is restricted to those who cannot, because of their physical or mental challenges, travel by conventional transit or taxi. These challenges include the required use of crutches, a cane, a walker, or wheelchair; visual impairments; cognitive impairments such as Alzheimer’s and/or developmental challenges. Challenges need not be permanent; they can be temporary and/or seasonal. Once an individual is approved for the Saugeen Mobility service, scheduling a ride may be completed online or over the phone.

[SS Trolley](#)

The Saugeen Shores Trolley (SS Trolley) is a motorized trolley, operated by the Saugeen Shores Chamber of Commerce, that seats about 30 people and operates during the summer months (Canada Day weekend to Labour Day weekend) between Southampton and Port Elgin, travelling along the shoreline. The Town of Saugeen Shores is a partner in the project along with the Southampton and Port Elgin Business Improvement Areas, The Bruce County Museum, the County of Bruce, Spruce the Bruce program and the Regional Tourism Organization Experience Development program.

The SS Trolley operates daily, from 10:00 AM to 7:00 PM traveling a loop along the shore. The route starting and ending at the Ivings Drive stop in Port Elgin. The trolley breaks for a half an hour at the Museum stop daily and leaves the Museum stop at 2:00 PM to continue operations. The complete loop takes nearly 90 minutes.

There are signed and designated stops in Port Elgin and Southampton and along the waterfront, with the Trolley running the loop as many times as is feasible throughout the hours of operation. While no set schedule exists, the Trolley Tracker app provides the approximate time of arrival for each stop along the route and passenger count. The route begins at the south end of Port Elgin, then runs through the downtown area and along the waterfront to Southampton. In Southampton, the trolley travels through the downtown area with the final stop at the Bruce County Museum and Cultural Centre.

4.3 Transportation Trends

4.3.1 Travel Behaviour

The existing Town commuter travel patterns were derived through a review of the 2016 Journey to Work data from Census Canada. As expected, a significant portion of travel on the Town transportation network is due to auto drivers (single occupant) commuting to and from their places of employment. The **Technical Appendix** provides the complete Journey to Work data set for the Town of Saugeen Shores.

The data tables detail the main mode of commuting (home-work trips) for the residents of Saugeen Shores. **Figure 4.5** summarizes the main modes of commuting indicating auto driver (83%), walking (7%) and auto passenger (4%) comprise 95% of trips, with transit, cycling and other modes make up the remaining portion of trips (5%). It is important to note if a person works from home, the survey does not track their mode of commuting. Comparison of the survey results to 2011 indicates an increase in auto drivers, shifting away from walking (3%) and auto passenger (3%) modes. No changes in transit, cycling and other modes were observed.

Figure 4.5:
Primary Mode of
Commuting for
Saugeen Shores
Residents

(Source: Statistics
Canada)

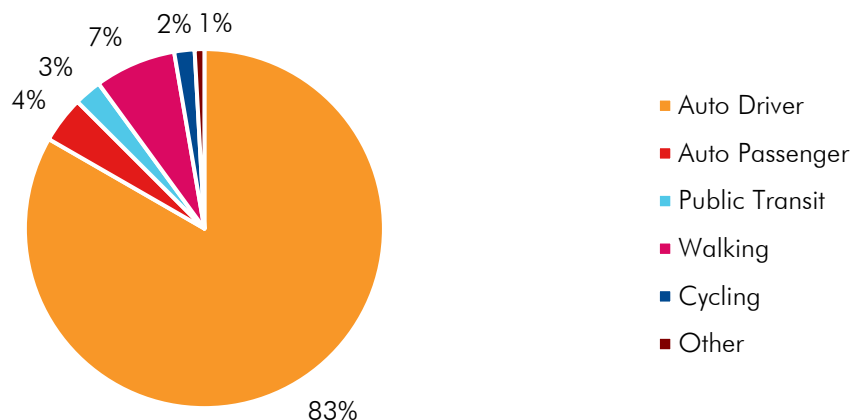


Figure 4.6 illustrates workplace destination for those who reside in Saugeen Shores. Based on the 2016 Journey to Work data, approximately 45% of Saugeen Shores residents with a fixed place of work are employed within the Town itself. Conversely, about 55% of Saugeen Shores residents with a fixed place of work travel to neighbouring jurisdictions, primarily Bruce County (41%) and other municipalities beyond (14%). Most work trips outside of Saugeen Shores are destined to Kincardine (69.7%) and Owen Sound (11.3%), while the remaining trips are destined to a variety of locations within and beyond Bruce County.

Figure 4.6:
Work Trip Destination
of Saugeen Shores
Residents

(Source: Statistics
Canada)

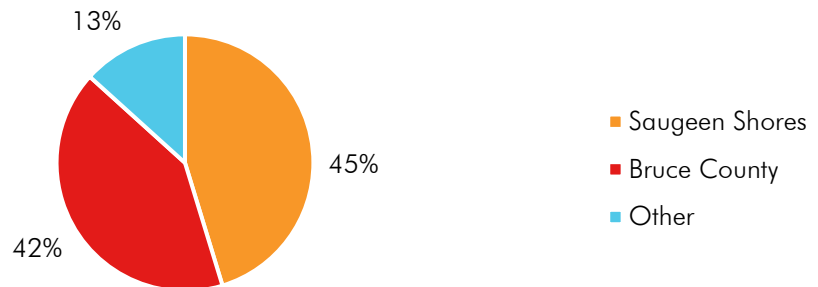


Figure 4.7 displays the origin of work trips to Saugeen Shores for non-Town residents. The results were summarized from a custom tabulation of trips to the Town originating from outside municipalities. The tabulation did not include origins with less than 20 trips thus the figure slightly overestimates the origin percentage from the areas included. The primary inbound commuting trips originate in Arran-Elderslie (29%), Kincardine (26%) and South Bruce Peninsula (18%).

Figure 4.7:
Origin of Work Trips
to Saugeen Shores
by Non-Residents

(Source: Statistics
Canada)

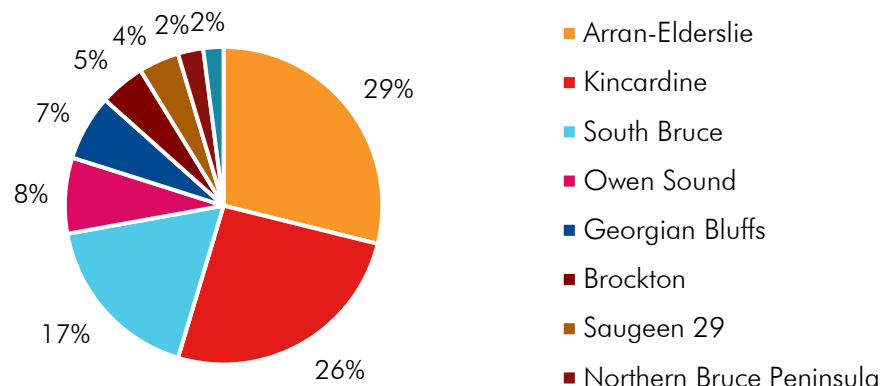


Figure 4.8 and **Figure 4.9** summarize the commuter destinations within Saugeen Shores of those who work in the Town based on their place of residence either within or beyond Saugeen Shores, respectively. Of the residents who work in Saugeen Shores, approximately 72% of the commuter trips are destined for Port Elgin. The remaining resident trips are destined for Southampton (19%) or the rural areas (9%). The majority of the inbound commuting trips are destined to Port Elgin (63%), and the remaining trips destined for Southampton (30%) or the rural areas (7%).

Figure 4.8:
Work Trip Destination
in Saugeen Shores
by Residents

(Source: Statistics
Canada)

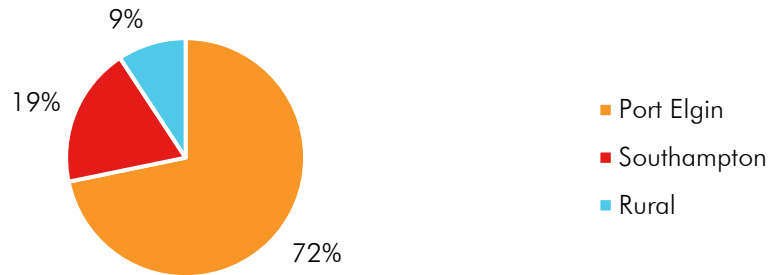
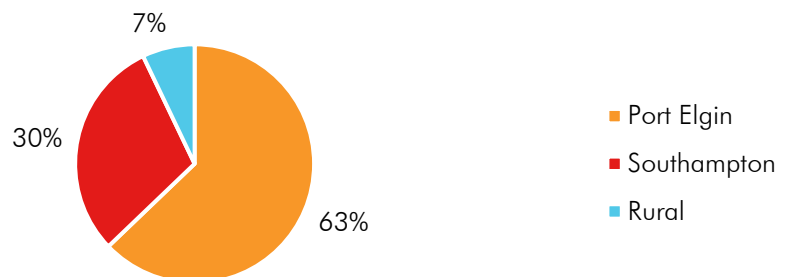


Figure 4.9:
Work Trip Destination
in Saugeen Shores
by Non-Residents

(Source: Statistics
Canada)



In addition, the Journey to Work data details residents who work from home. In 2016, a total of 325 residents worked from home, which represents 5.4% of the employed workforce in Saugeen Shores. In comparison to the data available from the 2011 National Household Survey, the number of residents working from home has decreased marginally (by approximately 30 residents).

4.3.2 Traffic Volumes

The Town provided five years of historical average daily traffic (ADT) volumes for most roads in the Town. To supplement the ADT data, a comprehensive data collection program was undertaken for the TMP.

Turning movement counts (TMCs) were collected at 45 key intersections the week of June 10 to 14, 2019. The TMCs were collected using Miovision Scout video collection units (VCUs), continuously recording from 6:00 AM to 6:00 PM. The intersections were selected by the Town and Paradigm to inform the future transportation needs analysis.

The following summarizes the intersection turning movement count (TMC) data collection schedule. **Table 4.2** details the data collection schedule for the week of June 10 to 14, 2019, including number of intersections, location within the Town and weather. **Table 4.3** summarizes the individual intersections and the day of the week the data collection occurred.

TABLE 4.2: DATA COLLECTION SCHEDULE

Day	# of Intersections	Location	Weather
Monday 10 June 2019	5	Rural areas between Port Elgin and Southampton	18°C, Rain and Overcast
Tuesday 11 June 2019	14	Southampton	17°C, Sunny
Wednesday 12 June 2019	14	Port Elgin – West of Highway 21	24°C, Sunny
Thursday 13 June 2019	14	Port Elgin – East of Highway 21	14°C, Rain and Overcast

TABLE 4.3: INTERSECTION COUNT LOCATIONS

Intersection		Location	Count Day
1	Arlington Street at River Street	Port Elgin	Wednesday
2	Bricker Street at David Street	Port Elgin	Wednesday
3	Bricker Street at Gustavus Street	Port Elgin	Wednesday
4	Bricker Street at Pierson Avenue	Port Elgin	Wednesday
5	Bricker Street at Robin Road	Port Elgin	Wednesday
6	Bruce Street at Green Street	Port Elgin	Thursday
7	Bruce Street at Market Street	Port Elgin	Thursday
8	Bruce Street at Sunset Boulevard	Port Elgin	Thursday
9	Goderich Street at Concession 6/Bruce County Road 25	Port Elgin	Wednesday
10	Goderich Street at Green Street	Port Elgin	Thursday
11	Goderich Street at Gustavus Street	Port Elgin	Wednesday
12	Goderich Street at Ivings Drive	Port Elgin	Wednesday
13	Goderich Street at Louis Street	Port Elgin	Wednesday
14	Goderich Street at Market Street	Port Elgin	Thursday
15	Goderich Street at Mary Street	Port Elgin	Thursday
16	Stafford Street at Catherine Street	Port Elgin	Thursday
17	Waterloo Street at Green Street	Port Elgin	Thursday
18	Waterloo Street at Joseph Street	Port Elgin	Thursday
19	Wellington Street at Gustavus Street	Port Elgin	Wednesday
20	Wellington Street at Louis Street	Port Elgin	Wednesday
21	Wellington Street at Maple Drive	Port Elgin	Wednesday
22	Wellington Street at River Street	Port Elgin	Wednesday
23	Carlisle Street at Bruce County Road 3	Rural	Monday
24	Carlisle Street at Highway 21	Rural	Monday
25	Goderich Street at Concession 10	Rural	Monday
26	Albert Street at Adelaide Street	Southampton	Tuesday
27	Albert Street at Clarendon Street	Southampton	Tuesday
28	Albert Street at Emerald Drive/Spence Street	Southampton	Tuesday

TABLE 4.3: INTERSECTION COUNT LOCATIONS

	Intersection	Location	Count Day
29	Albert Street at High Street	Southampton	Tuesday
30	Albert Street at Morpeth Street	Southampton	Tuesday
31	Albert Street/North Rankin Street at South Rankin Street	Southampton	Tuesday
32	Carlisle Street at Peel Street	Southampton	Monday
33	Grey Street South at Peel Street	Southampton	Tuesday
34	High Street at Grosvenor Street	Southampton	Tuesday
35	Huron Street at High Street	Southampton	Tuesday
36	McNabb Street at Railway Street	Southampton	Tuesday
37	Miramichi Bay/Huron Street at South Street	Southampton	Tuesday
38	North Rankin Street at Turner Street	Southampton	Thursday
39	Railway Street at Peel Street	Southampton	Tuesday
40	Railway Street at South Street	Southampton	Monday
41	Victoria Street at High Street	Southampton	Tuesday
42	Goderich Street at Devonshire Road	Port Elgin	Thursday
43	Bruce Street at Joseph Street	Port Elgin	Thursday
44	Bricker Street at Barnes Avenue	Port Elgin	Wednesday
45	Highway 21 at Saugeen Rail Trail Crossing	Rural	Wednesday

5 Future Transportation Needs

5.1 Population and Employment Growth

The Town of Saugeen Shores is expected to experience growth in population and employment in the coming years. Growth estimates have been prepared to 2031, the horizon year of this TMP. The available data indicates that both residential and non-residential development in the Town will increase at a rate greater than the historical average over the immediate future.

Table 5.1 summarizes the 2021-2031 population, housing and employment forecasts for the Town of Saugeen Shores obtained from the Town's Updated Development Residential and Non-Residential Forecasts. Note the data does not adjust for the Census undercount.

TABLE 5.1: POPULATION, HOUSING AND EMPLOYMENT FORECASTS, 2021-2031

	2021	2026	2031
Population	15,649	17,317	18,409
Housing	8,565	9,385	9,995
Employment	4,620	5,113	5,435

Between 2016 and 2031, the population is forecast to increase by 34% (4,690 residents) or 2.0% per annum. During the same period, the total number of dwellings is forecast to increase by 30% (2,330 dwellings) or 1.8% per annum. Employment is forecast to increase by 34% (1,390 employees) or 2.0% per annum to 2031.

5.2 Forecasted Travel Demand

5.2.1 Analysis Approach

The transportation infrastructure needed to service the demands of new development in the Town to the year 2031 was identified through a multi-step process, beginning with an assessment of screenlines and future intersection requirements. An analysis of current and projected traffic operations at 45 intersections under the Town's jurisdiction within Port Elgin and Southampton provided the basis for the assessment.

5.2.2 Traffic Forecasts

Existing (2019) Traffic Volumes

Section 4.3.2 summarizes the data collection process to obtain the existing (2019) traffic volumes. The network traffic volumes were not balanced between intersections due to the large number of intersections and driveways.

Background Traffic Growth

In studies of this nature, a background traffic growth rate is typically applied to account for general population and employment growth within and external to the study area, which is the Town in this case. For this study, all potential growth within the Town is captured in the development forecasts.

However, traffic increases due to growth external to the Town will likely be served by Highway 21, Bruce County Roads 3, 13 and 25, and Gustavus Street since most of the traffic using these routes will be passing through the municipality. Therefore, a general background traffic growth rate was applied to through movements and turning movements to/from these roads only.

A growth rate of 0.5% per year, compounded annually, was applied existing (2019) peak hour traffic volumes for the above movements. The growth rate was derived from average annual daily traffic (AADT) volumes on Highway 21. This rate reflects typical annual increases in the Town and, in this context, accounts for the general population and employment growth that may occur outside of Saugeen Shores.

Residential Trip Generation and Assignment

The Town provided a comprehensive list of potential developments expected to be constructed by 2031. Most development concepts are only at initial planning stages, with formal applications submitted for just a few sites to date. **Figure 5.1** and **Figure 5.2** show the locations of all potential developments in Port Elgin (10) and Southampton (10), respectively.

Peak hour traffic volumes anticipated to be generated by the developments were estimated based on data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (ITE Manual). The following Land Use Codes (LUC) were selected as most representative of the expected developments. The **Technical Appendix** provides the ITE LUC descriptions and additional information used to estimate trip generation for the potential developments:

- ▶ LUC 210 – Single-Family Detached Housing: Includes all single-family detached homes on individual lots.
- ▶ LUC 220 – Multifamily Housing (Low Rise): Includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors).
- ▶ LUC 221 – Multifamily Housing (Mid Rise): Includes apartments, townhouses and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).

For the purposes of the study, only the residential development forecast was utilized for trip generation. Non-residential development growth was not considered to ensure trips were not double counted.

Figure 5.1:
Future Development
in Port Elgin

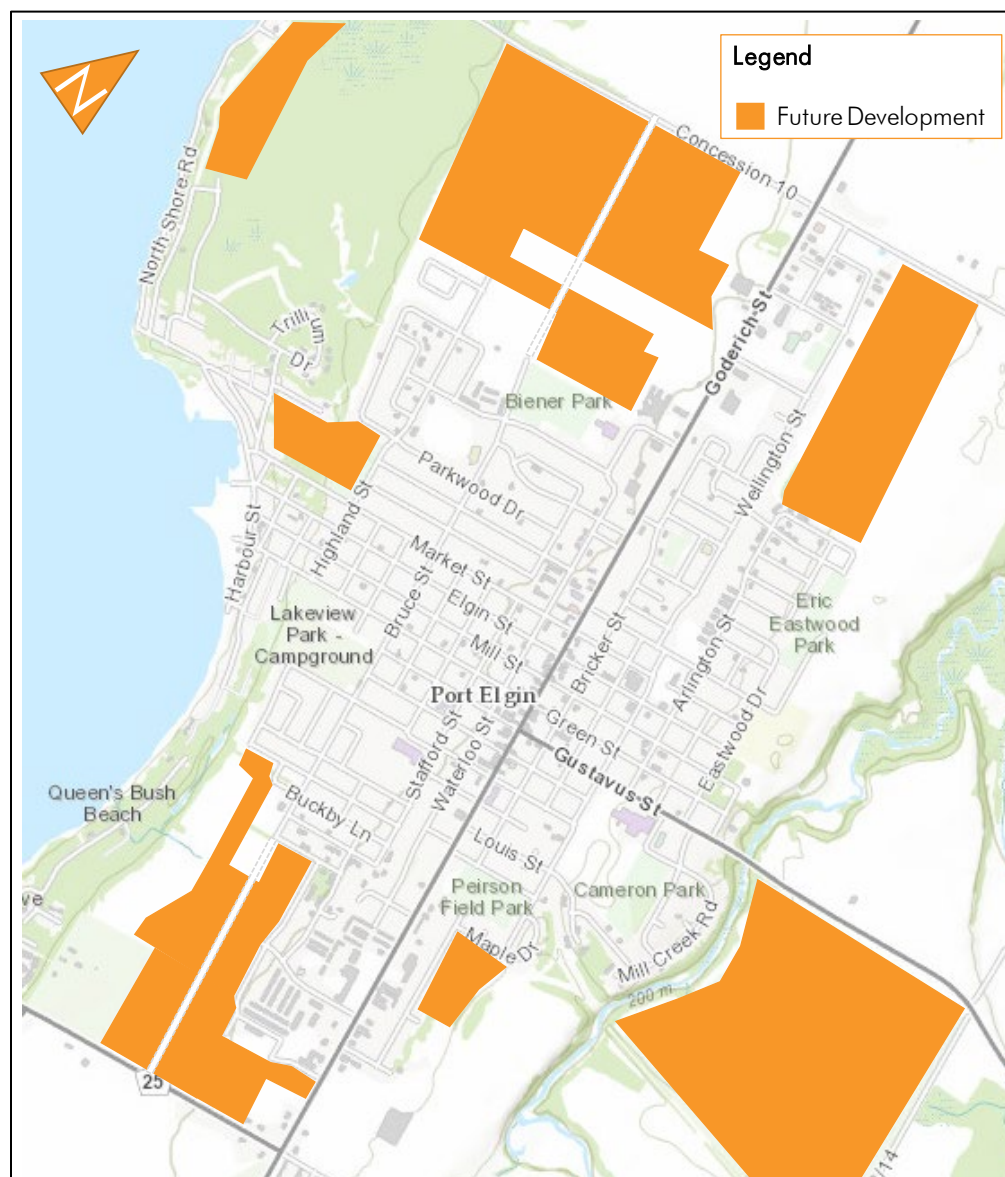
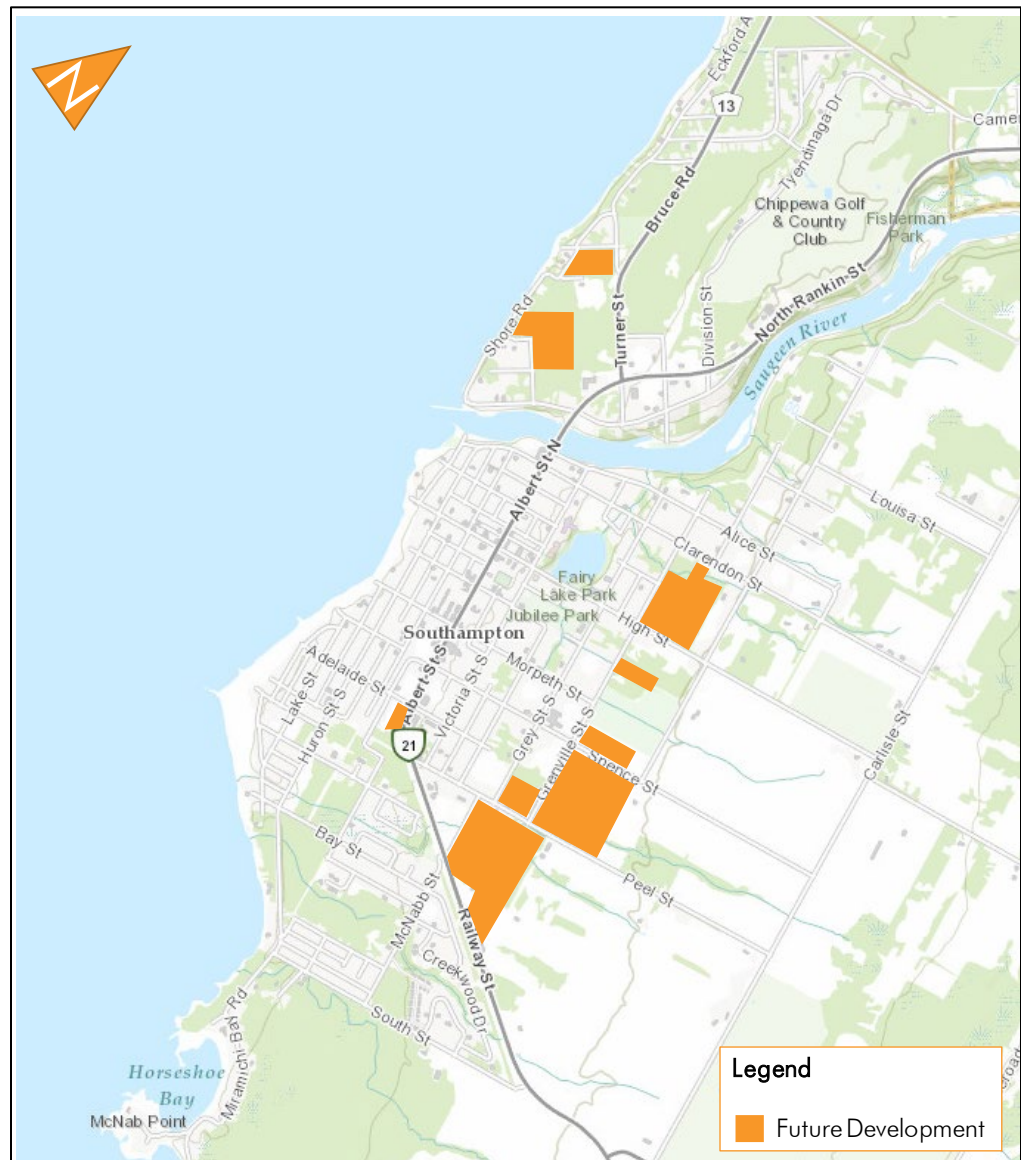


Table 5.2 summarizes the estimated trip generation for the potential developments within Saugeen Shores. A total of 1,896 and 2,439 new vehicle trips are forecast to be generated during the AM and PM peak hours, respectively.

TABLE 5.2: TOTAL TRIP GENERATION FOR POTENTIAL DEVELOPMENTS

Location	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Port Elgin	390	1187	1577	1270	763	2033
Southampton	73	246	319	256	150	406
Total New Trips	463	1433	1896	1526	913	2439

Figure 5.2:
Future Development
in Southampton



The forecast trips generated by the potential developments were assigned to the adjacent roadway network based on existing traffic patterns, logical routing, and future employment areas to/from the site locations. Given the location of future development, it was assumed Bruce Street would be extended from Sunset Boulevard south to Bruce County Road 25 and north from Devonshire Road to Concession 10 by 2031.

Future (2031) Traffic Volumes

The 2031 total traffic volumes were derived from the existing traffic volumes and development and background traffic volume forecasts for the weekday AM and PM peak hours.

5.2.3 Screenline Analysis

A screenline analysis was carried out to determine the implications of future traffic demands on the road system. Traffic forecasts results were compared to traffic capacities at all screenlines to identify locations where road capacities (with the planned extension of Bruce Street) would not be sufficient in the year 2031 to provide an acceptable level of service. Screenlines are typically political boundaries or physical barriers (roads, rivers, rail line) used as a control location to examine major traffic flows. Seven screenlines in Port Elgin and three screenlines in Southampton were analyzed to determine the need for additional capacity on north-south and east-west Arterial and Collector Roads. The selected screenlines assess the roads in Saugeen Shores that are anticipated to see the greatest traffic growth to 2031.

Figure 5.3 and **Figure 5.4** detail the screenline locations in Port Elgin and Southampton, respectively.

The TMP establishes the acceptable level of service for a screenline to be 90% of its vehicular capacity, or a volume to capacity (v/c) ratio of 0.90. Traffic flows on roads exceeding this v/c ratio, commonly referred to as Level of Service “E”, tend to be unstable, with longer periods of congestion and reduced travel speeds during peak travel conditions. Planning for a v/c ratio of 0.90 also acknowledges that road expansion is not limitless, and that some congestion may occur during peak periods. Road capacity at each screenline was based on the road classifications detailed below. Local Road were not included in the screenline analysis.

- ▶ **Arterial Road** (Highway 21, Gustavus Street) – 700 vehicles per lane per hour;
- ▶ **Downtown Arterial Road** (Highway 21 from Gustavus Street to Market Street, High Street) – 600 vehicles per lane per hour; and
- ▶ **Collector Road** (Bruce Street, Waterloo Street, Bricker Street, Wellington Street, Louis Street Green Street, Market Street, Huron Street, Victoria Street, Peel Street, Spence Street, Morpeth Street and Clarendon Street) – 500 vehicles per lane per hour.

Table 5.3 summarizes the screenline analysis results for the two scenarios. Although traffic demands grow over time at every screenline, no location reaches over-capacity conditions.

Figure 5.3:
Screenlines in
Port Elgin

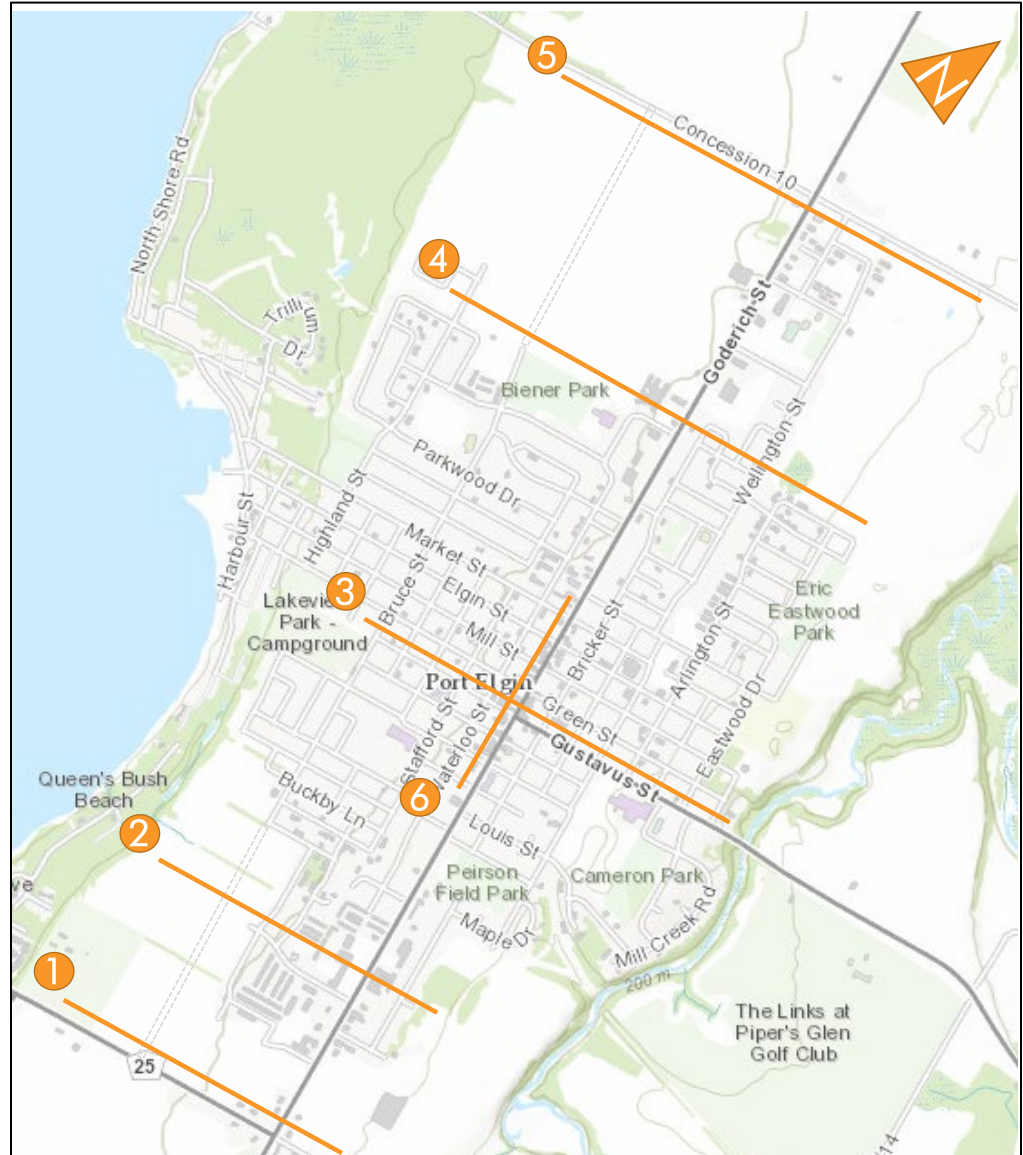


Figure 5.4:
Screenlines
in Southampton



TABLE 5.3: SCREENLINE VOLUME TO CAPACITY RATIOS

Screenline	Peak Direction	PM Peak Hour Traffic Volumes					
		2019			2031		
		Volume	Capacity	v/c	Volume	Capacity	v/c
1	NB	898	1400	0.64	1584	1900	0.83
2	NB	1015	1400	0.73	1680	1900	0.88
3	NB	1348	2600	0.52	1990	2600	0.77
4	NB	811	1900	0.43	1418	1900	0.75
5	NB	589	1400	0.42	964	1900	0.51
6	WB	202	1000	0.20	318	1000	0.32
7	WB	330	2900	0.11	498	2900	0.17
8	NB	625	1600	0.39	815	1600	0.51
9	WB	202	1600	0.13	216	1600	0.14
10	WB	282	2600	0.11	340	2600	0.13

5.2.4 Intersection Analysis

Intersection level of service (LOS) is a recognized method of quantifying the delay experienced by drivers at intersections. The term “Level of Service” denotes how well a traffic movement operates under given traffic demands, lane arrangements, and traffic controls. Each level is determined by the average amount of control delay per vehicle. Control delay is the total delay associated with stopping for a signal or stop sign, and includes four components: deceleration delay, stopped delay, queue move up time and final acceleration delay.

Table 5.4 contains the level of service criteria for signalized and stop-controlled intersections per the Highway Capacity Manual. As shown, LOS A indicates small average control delays (less than 10 second per vehicle) whereas LOS F indicates intersection failure, which results in extensive vehicular queues and long delays (over 50 seconds per vehicle at an unsignalized intersection, and over 80 seconds per vehicle at a signalized intersection). LOS D is typically considered acceptable peak-hour performance in an urban setting, and lower LOS values are tolerable for short periods during peak hours when heavier traffic volumes are expected.

TABLE 5.4: VEHICLE LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersections Average Total Delay (sec/veh)	Unsignalized Intersections Average Total Delay (sec/veh)
A	< = 10	< = 10
B	> 10 and < = 20	> 10 and < = 15
C	> 20 and < = 35	> 15 and < = 25
D	> 35 and < = 55	> 25 and < = 35
E	> 55 and < = 80	> 35 and < = 50
F	> 80	> 50

In addition to delay, intersection traffic operations are also measured in terms of volume-to-capacity (v/c) ratios. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand (v) based on the capacity (c), which is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a v/c ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected.

For this analysis, intersections and/or their individual movements were considered critical if they experienced a LOS E or F and/or had a v/c ratio of 0.85 or greater. Although a v/c ratio less than 1.0 indicates there is still theoretical capacity for more vehicles to pass through the lane, approach or intersection, applying a v/c ratio of 0.85 captured the intersections and/or

individual movements approaching the threshold of their respective theoretical capacities.

Operational analysis was conducted using Synchro 9 software to assess peak hour traffic conditions. The software implements the method of the Highway Capacity Manual (HCM). The following parameters were utilized in the analyses. Synchro default values were retained for all other inputs:

- ▶ Existing lane configurations;
- ▶ Speed limits as posted in the field;
- ▶ Heavy vehicle percentages as derived from the existing turning movement counts;
- ▶ Existing signal timings as provided by the Town of Saugeen Shores. Signal timing cycle length, splits and phases were optimized for future conditions;
- ▶ Existing pedestrian crossing volumes as derived from the existing turning movement counts;
- ▶ Area type “Central Business District” in downtown Port Elgin on Goderich Street;
- ▶ Adjacent parking lanes in downtown Port Elgin and Southampton; and
- ▶ Estimated number of parking maneuvers per hour based on number of stalls and turnover of four vehicles per stall.

Existing (2019) Traffic Conditions

The AM peak hour analysis did not identify any existing critical movements.

Table 5.5 summarizes the three intersections with existing critical movements, highlighting LOS and v/c ratios experienced during the PM peak hour. At the unsignalized intersection of Railway Street and McNabb Street, the movement operates at a critical level of service (LOS E), although the v/c ratio is low suggesting reserve capacity exists. This indicates any delay to this movement is due to the volume of through traffic on the mainline (Highway 21) and not the number of vehicles making the movement.

TABLE 5.5: EXISTING (2019) PM PEAK HOUR CRITICAL MOVEMENTS

Intersection	Movement	Level of Service	v/c Ratio
Signalized Intersections			
Goderich Street at Gustavus Street	NBTR	F	1.00
Goderich Street at Ivings Drive	NBLT	F	1.00
Unsignalized Intersections			
Railway Street at McNabb Street	EBL	E	0.27

Future (2031) Traffic Conditions

Table 5.6 summarizes the intersections with future critical movements, highlighting LOS and v/c ratios experienced during the AM peak hour. A total of nine movements at six intersections are forecast to be critical by 2031.

Table 5.7 summarizes the intersections with future critical movements, highlighting LOS and v/c ratios experienced during the PM peak hour. A total of 24 movements at 13 intersections are forecast to be critical by 2031. At three intersections, the forecast overall intersection operations are considered critical.

At the unsignalized intersections, movements operate at a critical levels of service (LOS E or F); however the v/c ratios are very low. This indicates any delay on these movements is due to the volume of through traffic on the mainline (Highway 21) and not the traffic assigned to the movement.

TABLE 5.6: FUTURE (2031) AM PEAK HOUR CRITICAL MOVEMENTS

Intersection	Movement	Level of Service	v/c Ratio
Signalized Intersections			
Goderich Street at Green Street	SBTR	F	1.09
Goderich Street at Gustavus Street	EBLTR	E	0.80
	NBTR	E	0.97
	SBTR	B	0.91
Unsignalized Intersections			
Highway 21 at Carlisle Street	WBLR	F	0.69
Goderich Street at Concession 10	EBLTR	F	0.76
	WBLTR	E	0.39
Albert Street at Emerald Drive/ Spence Street	EBLT	E	0.49
Railway Street at McNabb Street	SBLT	F	0.78

TABLE 5.7: FUTURE (2031) PM PEAK HOUR CRITICAL MOVEMENTS

Intersection	Movement	Level of Service	v/c Ratio
Signalized Intersections			
Goderich Street at Green Street	NBTR	F	1.22
	SBL	E	0.50
	SBTR	E	1.13
	Overall	F	0.94
Goderich Street at Gustavus Street	NBTR	F	1.75
	SBTR	A	0.90
	Overall	F	1.32
Goderich Street at Ivings Drive	NBLT	F	0.95
	Overall	F	1.10
Unsignalized Intersections			
Bricker Street at Gustavus Street	NTLTR	E	0.75
Goderich Street at Louis Street	WBLR	E	0.13
Highway 21 at Carlisle Street	WBLR	F	1.01
Goderich Street at Concession 10	EBLTR	F	0.93
	WBLTR	F	0.99
Railway Street/Albert Street at Adelaide Street	EBL	F	0.21
	WBLTR	F	0.52
Albert Street at Clarendon Street	EBLTR	F	0.45
Albert Street at Emerald Drive/Spence Street	EBLT	F	0.64
	WBLTR	E	0.17
Albert Street at Morpeth Street	WBLTR	F	0.18
Railway Street at McNabb Street	EBL	F	0.74
	SBLT	F	1.46
North Rankin Street at Turner Street	NBLTR	F	0.34
	SBLT	F	0.26

5.3 Key Emerging Trends (Problems and Opportunities)

A review of the existing and future conditions in the Town of Saugeen Shores highlights several trends which will shape the transportation system in the coming years. It is important to recognize and plan for the following trends to develop a transportation network that serves all users:

1. Saugeen Shores is the fastest growing municipality in Bruce County, with over a 30% increase in people and jobs forecast to 2031. **Transportation system improvements are needed to serve anticipated growth.**
2. Most trips in Saugeen Shores are made by single occupant vehicle (88%). The Town has a developed, mostly off-road pedestrian and cycling network. However, there are limited public transportation options. **Mobility options are needed to meet growing, changing travel demands.**
3. Highway 21 serves as the “main street” for both Port Elgin and Southampton. There is a lack of continuous parallel routes and no defined truck by-passes of downtown areas. **Route alternatives are needed to reduce reliance and impact.**
4. There are large traffic volume fluctuations between summer and winter seasons. As well, there are traffic and parking concerns on local streets and perceived parking deficiency in downtown areas. **Strategies are needed to align operation with expectations.**

5.4 Transportation Vision

A high-level vision for Saugeen Shores is documented in the Town’s Official Plan, setting goals for all aspects of Town planning. The TMP further defines the transportation vision for the Town, to focus on addressing the Town’s mobility needs in an effective, responsible, and sustainable manner:

“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.”

The transportation vision is supported by the following goals:

- ▶ **Travel Options:** A transportation system that offers universally accessible and affordable multimodal choices for travel and goods movement to maximize capacity and promote transit, cycling and walking.
- ▶ **Personal Health:** A transportation system that provides a linked, accessible system of pedestrian and cycling infrastructure, including sidewalks, bicycle lanes and trails with connections to community facilities and the waterfront while reducing exposure to air pollutants.

- ▶ **Vibrant Local Economy:** A transportation system that supports local business through accessibility by walking, cycling, transit, and vehicles.
- ▶ **Sense of Place:** A transportation system that helps to support overall neighbourhood livability, quality of life and builds a strong sense of community through active transportation.
- ▶ **Environmentally Sustainable:** A transportation system that directs 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.

5.5 Alternative Planning Strategies

5.5.1 Description of Alternatives

Phase 2 of the Environmental Assessment process requires documentation and examination of all reasonable alternatives to address the problems and opportunities and achieve the transportation vision, referred to as planning alternatives. The planning alternatives are defined as follows:

- ▶ **Alternative 1: “Do Nothing”** reflects the current condition of the roadway network to the 2031 horizon year, without further investment to increase capacity. Population and employment numbers would grow, but no further transportation projects would be constructed;
- ▶ **Alternative 2: “Road Improvements Only”** builds on the road and highway improvements recommended in the Town of Saugeen Shores Capital Plan and Budget as well as the recommendations to accommodate growth to the year 2031; or
- ▶ **Alternative 3 “Road Improvements Plus”** includes all the road improvements identified in Alternative 2 plus measures to promote the use of travel modes other than the single-occupant auto.

5.5.2 Analysis and Assessment

A multiple account evaluation (MAE) framework was developed to compare the three alternatives. Selection of the preferred Alternative was based on detailed evaluation criteria that includes the consideration of transportation, natural, social and policy environments, and economic implications. **Table 5.8** presents the five evaluation criteria and their applicable measures considered for the TMP.

TABLE 5.8: EVALUATION CRITERIA AND MEASURES

Evaluation Criteria	Measures
Transportation	▶ Efficiency in moving people and goods ▶ Degree of network connectivity and continuity ▶ Facilitation of goods movement ▶ Range of travel options provided
Natural Environment	▶ Protection of significant natural environmental areas, local streams, aquatic resources, environmentally sensitive areas, and air quality
Social Environment	▶ Safety of all users ▶ Appropriateness for the demographic ▶ Support for a healthier community ▶ Mobility for all users
Policy Environment	▶ Compatibility with provincial and municipal objectives ▶ Alignment with Town policies
Economic	▶ Capital and maintenance costs ▶ Impact on travel time ▶ Support for the existing and potential business community

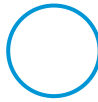
For each alternative, the evaluation criteria scored from 1 to 5 based on the scale provided below the MAE matrix. The alternatives were then ranked in terms of overall score. **Table 5.9** displays the MAE matrix for the selection of the preferred alternative. In summary:

- ▶ Alternative 1, while minimizing impact to the natural environment and with no financial implications, does not meet the transportation, social or policy environment objectives, and was therefore screened out;
- ▶ Alternative 2 provides improvements to the road network but does not support the Town's sustainability objectives. Additionally, this car-centric alternative greatly impacts the natural environment and does not encourage healthier travel options; and
- ▶ Alternative 3 builds on Alternative 2 by providing both roadway improvements and travel mode options. This is reflected in the high rankings for transportation, social and policy objectives. While the financial implications are higher, the overall benefits are aligned with the Town's goals.

TABLE 5.9: MULTIPLE ACCOUNT EVALUATION MATRIX EVALUATION OF PLANNING ALTERNATIVES

Alternative	Transportation	Natural Environment	Social Environment	Policy Environment	Economic	Overall Rank
Alternative 1 “Do Nothing”						3
Alternative 2 “Road Improvements Only”						2
Alternative 3 “Road Improvements Plus”						1

Does Not
Meet Criterion



1



2



3



4



5

Meets Criterion

5.6 Preferred Alternative

The scores for each alternative were calculated and ranked based on overall score as shown in **Table 5.8**. The weights of the evaluation criteria were all set to one and sensitivity testing performed to determine if the weight of criteria would affect the ranking. Multiple tests were performed and indicated the preferred alternative remained the same regardless of the criteria weights.

The analysis of the alternatives based on the MAE framework led to the selection of Alternative 3 – “Road Improvements Plus” as the preferred alternative for the TMP. The combination of implementing road, active transportation, and public transportation measures as part of the framework for Alternative 3 aids in reducing congestion and promotes travel options. The alternative reflects the rural and urban characteristics of Saugeen Shores and will have the most promising effects on the transportation system.

6 Roads Strategy

6.1 Complete Streets

6.1.1 What are “Complete Streets”?

“Complete Streets” are public streets that are planned, designed, and constructed considering the need to comfortably move all people. This means streets that accommodate people of all ages and mobility abilities using a range of travel modes, including walking, cycling, public transit, and driving.

Complete Streets are meant to establish safe, comfortable, and barrier-free environments for moving people through communities that provide a diversity of options for non-automobile travel, in the interests of providing options for active and healthy living. **Figure 6.1** illustrates a typical Complete Street.

6.1.2 A Vision for Complete Streets in Saugeen Shores

The Town is committed to applying Complete Street principles in the planning, design, and construction of all streets within the municipality. This approach applies to both public streets constructed as part of newly developing areas of the municipality as well as reconstruction or rehabilitation of existing roads. It is important to note that the Town’s commitment does not necessarily mean that all streets will be composed the same. Rather, the context, planned function and existing conditions will dictate design.

Figure 6.1:
A Complete Street in
Practice



6.1.3 The Goals for Complete Streets

The following six goals form the basis for the planning, design, construction, and operation of Complete Streets within Saugeen Shores:

Goal 1. Connected Street Network

Streets need to be inter-connected on a town-wide basis to create continuous routes of travel for all modes. This helps to avoid placing pedestrians and cyclists in uncomfortable or unsafe situations because of inconsistencies and gaps in the network. Connected systems offer street users practical and predictable choices for moving around Town, whether on foot, bicycle, or in a car.

Goal 2. Safe and Accessible Infrastructure

Streets need to be safe and accessible for people of all ages, genders, and abilities. This is especially true for the most vulnerable street users, which include children, older adults, people with disabilities and those utilizing mobility devices. Users of non-motorized travel modes, such as walking and cycling, also need prioritization. Streets that are perceived as safe and accessible are more comfortable in general, leading to a greater likelihood of movement by active transportation.

Goal 3. Contextual to Surroundings

Street design needs to reflect each street's context, recognizing the variety of streets both urban and rural within Saugeen Shores. A "one-size-fits-all" approach to street design is not appropriate given that the hierarchy, function, and location of all streets varies. Creating Complete Streets is more about a mindset and an effective process, rather than a rigid application of design standards. Street design needs to appropriately respond to their situational and contextual relationships, hence flexibility of application is important.

Goal 4. Balanced Movement Corridors

Streets need to be designed and constructed with a balanced approach considering the needs of different travel modes. With existing streets, it typically involves rebalancing streets to better utilize the public right-of-way to accommodate all travel modes; with new streets, it typically involves right-sizing streets and its components from the outset. This is not to say that every street will accommodate all forms of travel equally, recognizing that consideration given to different users and travel modes will vary by location, context, and street function.

Goal 5. Great People Places

Streets should help promote healthy and active lifestyles by making streets more comfortable and inviting for people to walk and bicycle and be physically active. Streets need to be attractive and inviting public spaces that are comfortable to use. They form part of the Town's public realm and need

to be designed to promote a sense of civic pride and embrace an important part of place-making for communities. Coordinated with the street design, the surrounding urban form needs to be scaled and organized to reinforce street to establish the desired comfortable urban environment that supports moving by non-automobile means.

Goal 6. Sustainable

Streets should be designed and constructed with an eye to sustainability. Efforts to reduce urban heat island effects, stormwater runoff, energy consumption, and greenhouse gas emissions are all examples of sustainability through design. These efforts are achieved partly through composing streets to support active transportation and partly by incorporating sustainably driven infrastructure and elements.

6.1.4 Types of Complete Streets

The Complete Street hierarchy comprises five urban and two rural street types. These general classifications are meant to distinguish streets sharing similar attributes of transportation intent and street function for the purpose of describing the intent for Complete Street policies. These street types and corresponding implementing details for each are not meant to be rigidly applied, but rather are meant to be used as part of a general “toolkit” for consideration through the planning, design, and operation stages of a street’s life. The Complete Street types include:

- ▶ **Urban Crosstown Streets** are the principal circulation routes within the Town’s urban areas for moving people and goods, providing the major connecting links within and between urban areas;
- ▶ **Core Main Streets** are those portions of principal streets (such as Urban Crosstown Streets or Urban Connectors) that run through the commercial cores of Port Elgin or Southampton;
- ▶ **Urban Connectors** are circulation routes within the Town’s urban areas for moving people through and between neighbourhoods;
- ▶ **Neighbourhood Streets** are localized routes within neighbourhoods (sometimes between neighbourhoods) that provide direct access to individual properties
- ▶ **Cottage Streets** are narrower “character” streets in the Town’s urban beachfront areas that provide a similar function to Neighbourhood Streets but in very short lengths;
- ▶ **Rural Connectors** are principal circulation routes within the Town’s rural area for moving people and goods; and
- ▶ **Rural Streets** are generally the remainder of the streets in the rural area of the Town.

Note that the Complete Street typology is independent of and different than the roadway classification system set out in the Town’s Official Plan and detailed in **Section 6.2**. The Complete Streets type is intended to reflect the

surrounding context, which may change over the length of a road, whereas the roadway classification is meant to capture the facility's function within the broader road network, which typically remains consistent over an extended length. For this reason, two roads may share the same classification but exhibit distinct design characteristics, resulting in different Complete Streets types.

Table 6.1 and **Table 6.2** summarize the details of each Complete Street cross-section and the elements within each type, respectively. **Figure 6.2** to **Figure 6.8** illustrate the suggested Complete Street cross-sections by type.

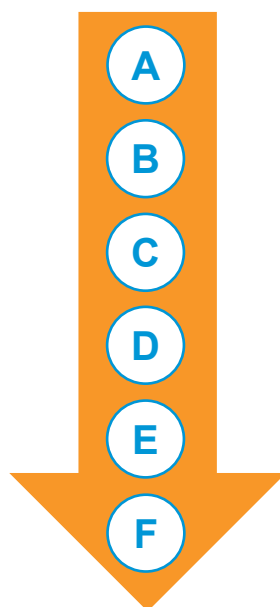
Recommendation #1

Adopt the Complete Streets Tool Kit as a guide for implementing Complete Streets within the Town.

6.1.5 Implementing Complete Streets

Complete Streets are as much about the process as they are about the final product. Implementation needs to recognize that all streets provide a different situation of transportation function, locational context, and existing conditions.

The following provides a general outline of a process flow for the implementation of Complete Streets, either new construction, reconstruction, or rehabilitation projects and regardless of whether projects are undertaken by the Town or by development proponents. This process flow is generally as follows:



Understanding: Explore the existing technical considerations of the street operation, including street function, traffic volumes and design deficiencies.

Goal Setting: Establish the goals for the design of the new or reconstructed street, balancing the needs and desires for the complete street, its different transportation elements, and involved stakeholders.

Design Options: Prepare preliminary and detailed design, balancing the trade-offs, priorities, and inputs from stakeholders and project objectives.

Design and Tender: Complete the preliminary and detailed designs for review and approval and tender for construction per Town's processes.

Construction: Undertake the construction or reconstruction of the Complete Street design.

Monitoring: Track and assess the performance of the Complete Street design over time, particularly for the purpose of and integrating lessons into other future Complete Street projects.

Recommendation #2

Adopt the Complete Streets Implementation Process to facilitate the creation of new, and rehabilitation of old, roads into safe and comfortable space for all road users.

TABLE 6.1: COMPLETE STREET TOOLKIT – COMPOSITION OF STREETS

ELEMENT		URBAN					RURAL	
Street Type		Urban Crosstown Street	Core Main Street	Urban Connector	Neighbourhood Street	Cottage Street	Rural Connector	Rural Street
Examples	Port Elgin	Highway 21 outside of Core Main Streets	Goderich Street	Bruce Street and Green Street	Elgin Street, Highland Street and Mill Creek Road	Lustig Lane	Concession 6, Doll Sideroad	Remaining other rural streets outside of Rural Connectors
	Southampton	Albert Street	High Street	Huron Street, Victoria Street and Clarendon Street	Lansdowne Street, Palmerston Street, and Grey Street	Lambert Lane and Knowles Lane		
Transportation Function		Principal circulation routes within the Town's urban areas for moving people and goods within the Town providing the major connecting links within and between urban areas	Principal circulation routes within the Town's urban areas passing through the commercial downtown area	Circulation routes within the Town's urban areas for moving people through and between neighbourhoods connecting to Urban Thoroughfares	Localized routes within neighbourhoods (sometimes between neighbourhoods) that provide direct access to individual properties	Narrower "character" streets in the Town's urban beachfront areas that provide a similar function to Neighbourhood Streets but in very short lengths	Principal circulation routes within the Town's rural area for moving people and goods	Other circulation routes within the Town's rural for moving people
Intended Vehicular Volumes		Very High	High	Moderate	Low	Very Low	Moderate	Low
Intended Cyclist Volumes		High	Moderate	Moderate / High	Low	Very Low	Low	Low
Intended Pedestrian Volumes		High	High	Moderate	Low	Very Low	Very Low	Low
Typical Street Right-of-Way Width		26 to 36 metres (m)	26 to 30 m	20 to 26 m	18 to 20 m	5 to 8 m	20 to 30 m	20 m
Typical Posted Speed Limits		50 to 80 km/h	50 km/h	40 to 50 km/h	30 to 40 km/h	30 to 40 km/h	50 to 80 km/h	40 to 80 km/h
Preferred Roadway Zone Elements	Typical Number of Lanes	2 to 4	2 to 4	2	2	2 (Shared "Woonerf ¹ ")	2	2
	Median	Limited to instances for access control, traffic calming or special design	None	Limited to instances for access control, traffic calming or special design	None	None	None	None
	On-Street Parking	Depending on land use context	Both sides	Both sides where space permits; at least one side minimum	Where space permits	Shared "Woonerf ¹ "	None	None
	Bicycle Facilities	Bike Lanes or Separated Facilities	Shared Lane	Bike Lanes or Separated Facilities	Shared Lane	Shared "Woonerf ¹ "	Paved shoulder	Shared Lane
Preferred Boulevard Zone Elements	Plantings	Boulevard trees and boulevard plantings where space permits	Boulevard trees and boulevard plantings	Boulevard trees and boulevard plantings in main street areas	Boulevard trees	None	None	None
	Furnishings	Depending on land use context	Benches and pedestrian-scale lighting	Benches in main street areas	None	None	None	None
	Bicycle Facilities	None	None	Cycle Track (or Bike Lane in Roadway)	Cycle Track in special situations; otherwise none	None	None	None
Preferred Pedestrian Zone Elements	Sidewalks	Yes, both sides	Yes, both sides	Yes, both sides	Yes, at least one side; two sides for key streets to community destinations	None	None	None
	Multi-Use Trail	Potentially instead of sidewalks	None	Potentially instead of sidewalks	None	None	None	None

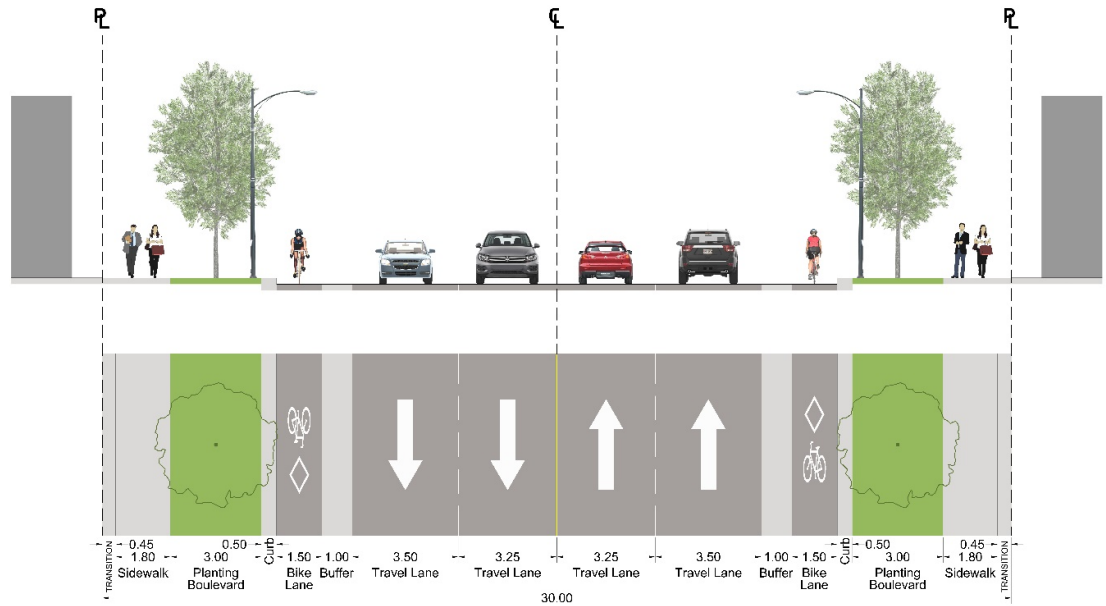
1. A woonerf (Dutch for living garden), or shared street, integrates uses within the right-of-way removing the boundaries established in typical separated roadways between vehicles, cyclists, and pedestrians. Woonerfs are not intended to act as through streets and are expected to only serve adjacent uses. The intention is to integrate (not segregate) roadway users, and thereby increase safety by slowing down vehicular traffic.

TABLE 6.2: COMPLETE STREET TOOLKIT – DESIGN DETAILS PREFERENCES AND MINIMUMS

ELEMENT		URBAN					RURAL	
Street Type		Urban Crosstown Streets	Core Main Streets	Urban Connector	Neighbourhood Street	Cottage Street	Rural Connector	Rural Street
Roadway Zone Elements	Inside Travel Lane	3.25 m	3.25 m	3.25 m	3.0 m	Shared Woonerf	3.25 m	3.25 m
	Outside Travel Lane	3.5 m	3.5 m	-	-	-	-	-
	Median	3.0 m (PREF) 2.0 m (MIN)	-	3.0 m (PREF) 2.0 m (MIN)	-	-	-	-
	Shared Lane	4.5 m (PREF) 4.0 m (MIN)	4.5 m (PREF) 4.0 m (MIN)	4.5 m (PREF) 4.0 m (MIN)	4.5 m (PREF) 4.0 m (MIN)	-	-	-
	On-Street Parking Space	2.25 m (PREF)	2.25 m (PREF)	2.25 m (PREF)	2.25 m (PREF)	-	-	-
	Bike Lanes with On-Street Parking	1.5 m + 0.5 to 1.0 m buffer (PREF) 1.5 m (MIN)	1.5 m + 0.5 to 1.0 m buffer (PREF) 1.5 m (MIN)	1.5 m + 0.5 to 1.0 m buffer (PREF) 1.5 m (MIN)	-	-	-	-
	Bike Lanes without On-Street Parking	1.8 m (PREF) 1.5 m (MIN)	1.8 m (PREF) 1.5 m (MIN)	1.8 m (PREF) 1.5 m (MIN)	-	-	-	-
	Separated Bike Lanes	1.8 to 2.0 m + 1.2 m buffer (PREF) 1.5 m + 0.5 m buffer (MIN)	1.8 to 2.0 m + 1.2 m buffer (PREF) 1.5 m + 0.5 m buffer (MIN)	1.8 to 2.0 m + 1.2 m buffer (PREF) 1.5 m + 0.5 m buffer (MIN)	-	Shared Woonerf	-	-
Boulevard Zone Elements	Planting and Furnishing Strip	3.0 m (PREF) 2.0 m (MIN)	3.0 m (PREF) 2.0 m (MIN)	3.0 m (PREF) 2.0 m (MIN)	3.0 m (PREF) 2.0 m (MIN)	-	-	-
	Boulevard Cycle Track	2 m per lane (PREF) 1.5 m per lane (MIN)	-	2 m per lane (PREF) 1.5 m per lane (MIN)	-	-	-	-
	Paved Shoulder	-	-	-	-	-	1.5 m (PREF) 1.2 m (MIN)	-
Sidewalk Zone Elements	Sidewalk	1.8 to 2.5 m (PREF) 1.5 m (MIN)	1.8 to 2.5 m (PREF) 1.5 m (MIN)	1.8 m (PREF) 1.5 m (MIN)	1.5 m (MIN)	Shared Woonerf	-	-
	Multi-Use Trail	3.0 to 5.0 m (PREF) 3.0 m (MIN)	-	3.0 m (MIN)	3.0 m (MIN)	-	-	-

1. A woonerf (Dutch for living garden), or shared street, integrates uses within the right-of-way removing the boundaries established in typical separated roadways between vehicles, cyclists, and pedestrians. Woonerfs are not intended to act as through streets and are expected to only serve adjacent uses. The intention is to integrate (not segregate) roadway users, and thereby increase safety by slowing down vehicular traffic.

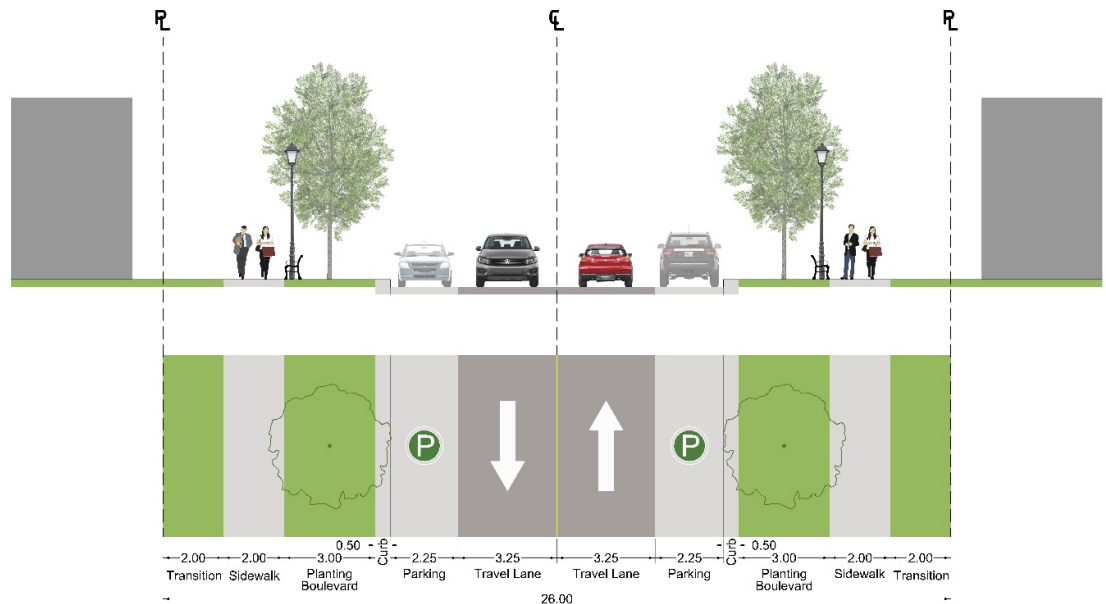
Figure 6.2:
Typical Cross-Section
for Urban Crosstown



URBAN CROSSTOWN (30m R.O.W.)
Saugeen Shores Transportation Master Plan



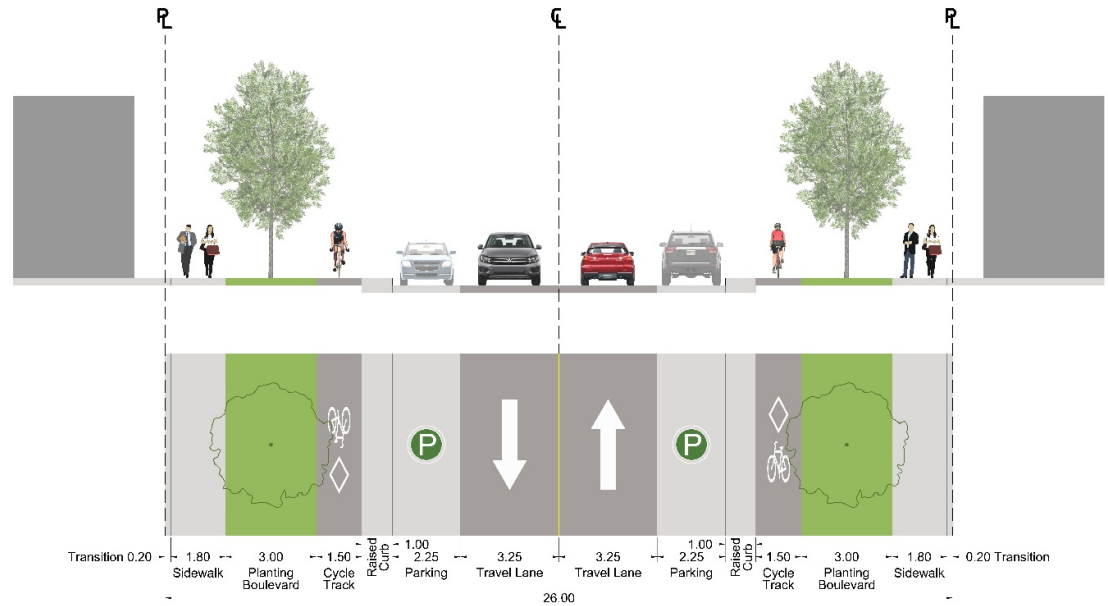
Figure 6.3:
Typical Cross-Section
for Core Main Street



CORE MAIN STREET (26m R.O.W.)
Saugeen Shores Transportation Master Plan



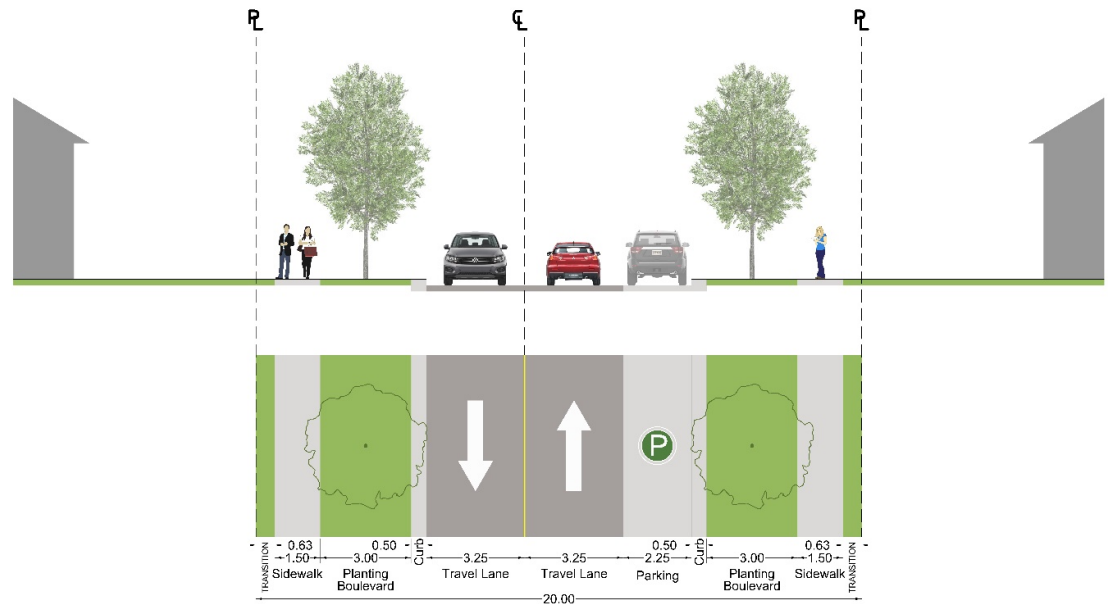
Figure 6.4:
Typical Cross-Section
for Urban Connector



URBAN CONNECTOR (26m R.O.W.)
Saugeen Shores Transportation Master Plan



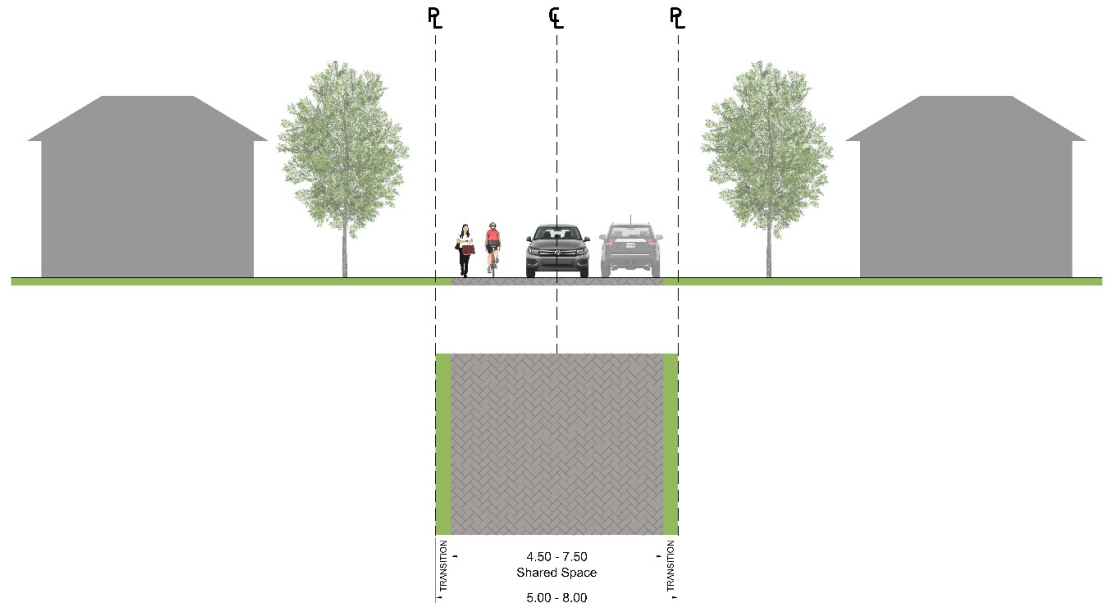
Figure 6.5:
Typical Cross-Section
for Neighbourhood
Street



NEIGHBOURHOOD STREET (20m R.O.W.)
Saugeen Shores Transportation Master Plan



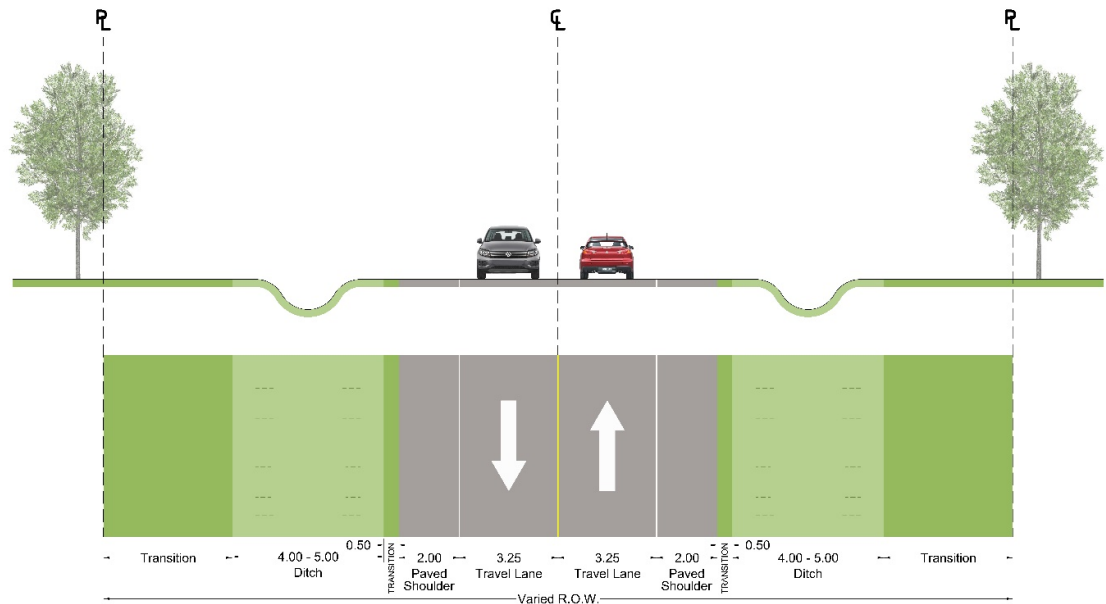
Figure 6.6:
Typical Cross-Section
for Cottage Street



COTTAGE STREET (5m to 8m R.O.W.)
Saugeen Shores Transportation Master Plan



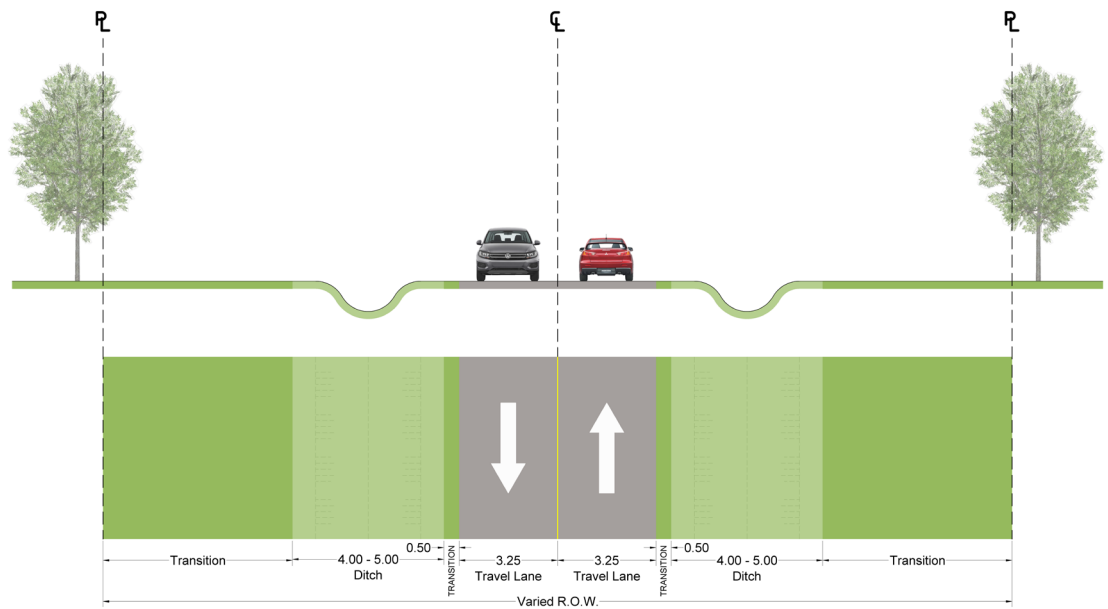
Figure 6.7:
Typical Cross-Section
for Rural Connector



RURAL CONNECTOR (Varied R.O.W.)
Saugeen Shores Transportation Master Plan



Figure 6.8:
Typical Cross-Section
for Rural Street



RURAL STREET (Varied R.O.W.)
Saugeen Shores Transportation Master Plan



6.2 Road Classifications

A road network is composed of various road types, each of which serves a specific role in facilitating vehicular travel between points of trip origin and destination and provides access to property.

A functional roadway classification system establishes a “hierarchy” of roads that provides for a gradation in service from access to movement. In a functional system, each type of road serves a distinct stage of the trip making process. The concept is premised on the principle that roads do not operate independently but are part of an interconnected system. Each type of road performs a specific function in moving traffic throughout the network and in providing access to abutting lands.

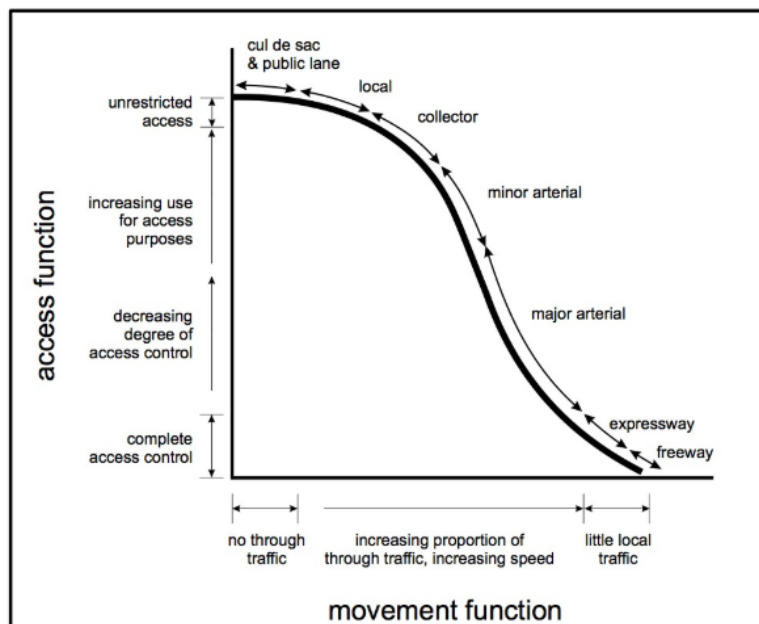
The road system operates most efficiently and safely when each type of facility is designed and managed to serve a defined trip stage consistent with its position in the hierarchy. When a roadway attempts to prioritize both movement and access, neither function is well served. This compression of functions typically results in higher collision rates, traffic congestion and excessive vehicle emissions and fuel consumption.

Roadway classification systems typically define the following categories of roads: Freeway/Expressway, Arterial, Collector, Local and Public Lane.

Figure 6.9 illustrates the relative importance of the service functions of traffic movement and land access for the different roadway classifications.

Figure 6.9:
Roadway Service
Functions

(Source: TAC
Geometric Design
Guide for Canadian
Roads, Figure 2.6.1)



Prescribing a road network hierarchy helps to minimize potential conflicts between local and non-local traffic by classifying roads based on their intended role and function. Factors influencing roadway classification include the density of access, service function, traffic volume, flow characteristics and

design speed. The number of access points and their spacing is a major influence on the running speed and flow characteristics of a roadway

The Town's Official Plan defines a road classification system consisting of Arterial, Collector and Local Roads. The Town also provides several public lanes. The classification criteria have been used to categorize the various types of roadways by their function in terms of providing mobility and land access. The general design guidelines for the different roadway facilities as provided in the Official Plan include:

- ▶ **Arterial Roads** – Main traffic routes intended for large volumes of long and medium range traffic moving to destinations within or through the Town. Direct property access is discouraged and will be controlled to limit the spacing of driveways and new public road intersections. Arterial Roads shall have a minimum right-of-way width of 26 to 30 m.
- ▶ **Collector Roads** – Service moderate traffic volumes between Local Roads and Arterial Roads, while at the same time providing access to individual properties. Collector Roads shall have a minimum right-of-way width of 22.0 to 26.2 m.
- ▶ **Local Roads** – Generally carry light volumes of traffic at low speed and provide direct access to abutting land uses. Local Roads shall be designed to discourage through-traffic. The minimum right-of-way width for Local Roads shall be 20 m.

As previously noted, roadway classification is independent of and different than the Complete Street typology detailed in **Section 6.1**.

The Town's Official Plan road classifications were reviewed to identify potential designation changes. The review followed guidance provided in the Official Plan and Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*¹. **Table 6.3** summarizes the proposed road classification changes. These recommended changes provide a connected network of Collector Roads servicing the main arterials in Saugeen Shores. Sections of Collector Roads primarily serving the abutting properties without connections to the greater road network are recommended to be reclassified as Local Roads. Bruce County Road 3 and a segment of Concession 10 are recommended to be reclassified as Arterial Roads, given the significant volume of traffic they carry as part of the Town's road network. **Map 4** illustrates the proposed road classification changes in Saugeen Shores.

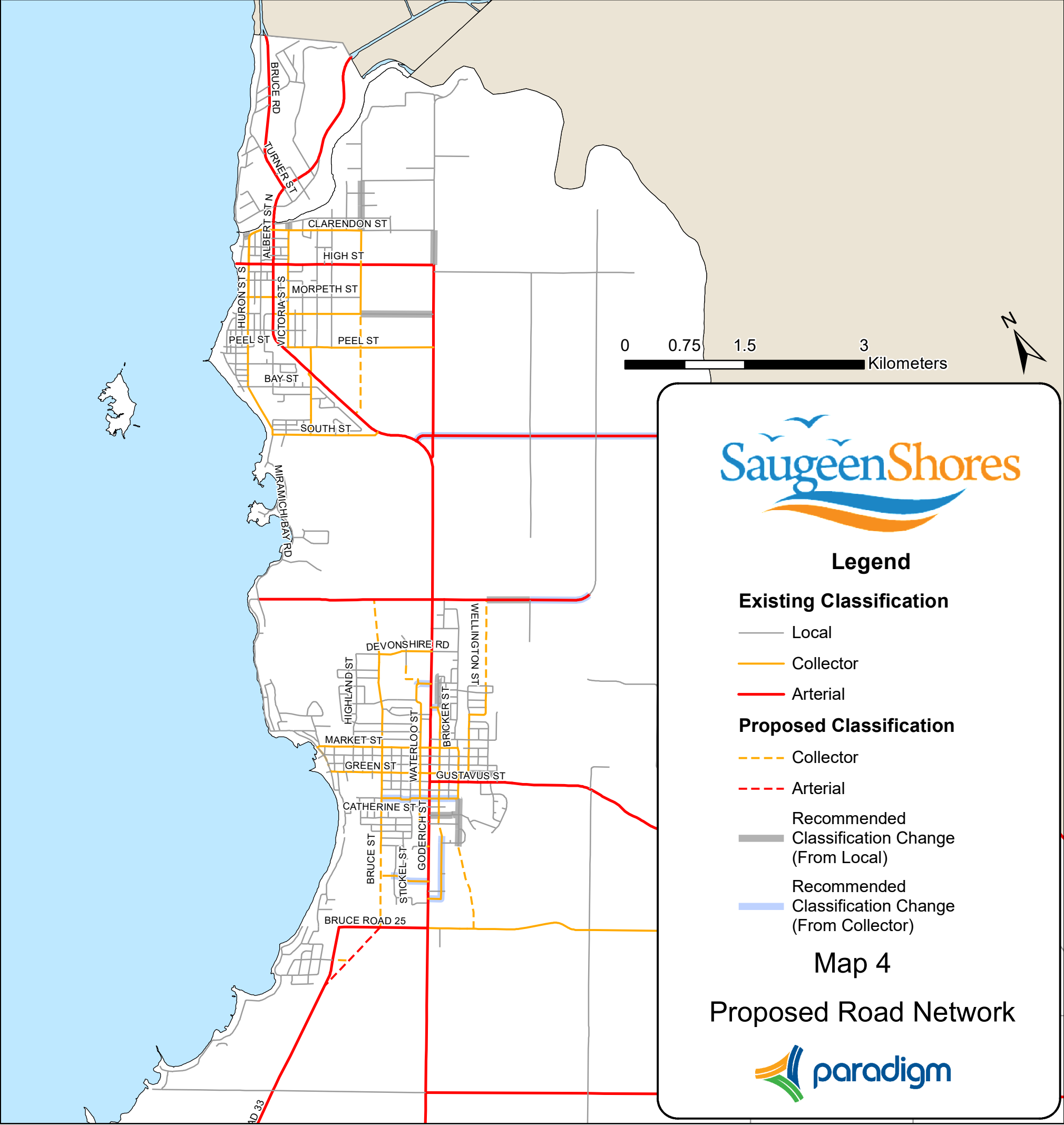
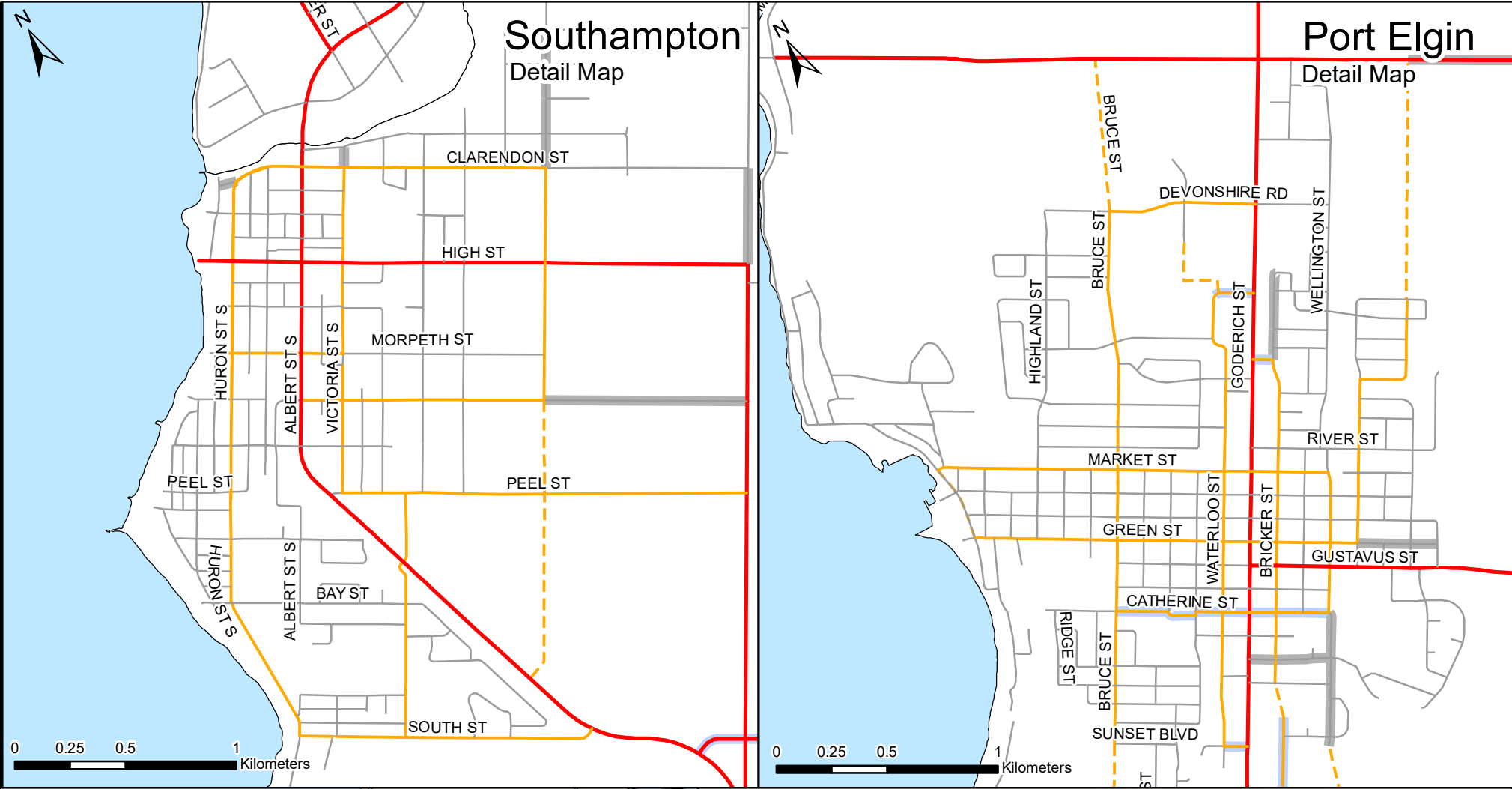
Recommendation #3

Adopt and incorporate the proposed road classification changes, summarized in Table 6.3 and Map 4, into the Town of Saugeen Shores Official Plan – Schedule 'B' Transportation Plan with Trails.

¹ Transportation Association of Canada. *Geometric Design Guide for Canadian Roads*. June 2017.

TABLE 6.3: PROPOSED ROAD CLASSIFICATION CHANGES

Road	From	To
Designate as Local Road		
Anglesia Street	Clarendon Street	Louisa Street
Bricker Street	David Street	Ashwell Crescent
Concession 10	Links Sideroad	Doll Sideroad
Green Street	Arlington Street	Lehnen Street
Morpeth Street	Victoria Street	Grenville Street
Louis Street	Goderich Street	Wellington Street
Saugeen Street	Front Street	Huron Street
Spence Street	Anglesia Street	Carlisle Street
Wellington Street	Maple Drive	Catherine Street
Designate as Collector Road		
Bricker Street	Barnes Avenue	Maple Drive
Catherine Street	Bruce Street	Wellington Street
David Street	Goderich Street	Bricker Street
Ivings Drive	Bruce Street Extension	Goderich Street
James Street	Waterloo Street	Goderich Street
Mary Street	Waterloo Street	Goderich Street
Designate as Arterial Road		
Bruce County Road 3	Highway 21	Saugeen Shores Limits
Concession 10	Maplewood Drive Extension	Links Sideroad



6.3 Future of Highway 21

6.3.1 Purpose, Role and Function

As detailed in **Section 4.2.1**, Highway 21 is the only continuous north-south thoroughfare in Saugeen Shores, passing through Port Elgin and Southampton as the main Arterial Road. Locally, Highway 21 is also known as Goderich Street, Railway Street, Albert Street and North Rankin Street. Highway 21 crosses the Saugeen River north of Southampton, a physical barrier to transportation in the Town.

Within the urban communities, the Town has Connecting Link agreements with MTO for Highway 21. Connecting Links are municipal roads that connect two ends of a provincial highway through a community or to an international or interprovincial border crossing. These are critical roadways that serve provincial and municipal interests, as they carry long-distance provincial highway traffic moving through communities, as well as local traffic within the community. Connecting links also have a greater access density along their length which can reduce the overall capacity of the roadway and create a greater propensity for collisions if adequate access management practices and policies are not implemented.

It must be recognized that a balance needs to be struck between mobility and access functions to achieve the dual role that Highway 21 plays to serve both long-distance and local traffic through the Town.

6.3.2 Through Traffic

As a provincial highway, Highway 21 is an important route for long-distance traffic along the Lake Huron shoreline, connecting numerous small communities to larger urban centres.

During the summer months, especially on long weekends, the Lake Huron shoreline is a popular cottager and tourist destination. The influx of visitors greatly impacts traffic volumes and patterns along Highway 21. Both local traffic and through traffic increases, leading to congestion and long delays through urban areas.

In Saugeen Shores, these traffic impacts are magnified due to the lack of continuous north-south parallel routes. Traffic volumes in the summer increase as much as 35% and sections of Highway 21 can reach capacity. One of the main “pinch-points” in town is Port Elgin’s downtown core situated along Highway 21. The closely spaced signalized intersections and on-street parking reduce through capacity. While traffic concerns arise in Southampton, they are less pronounced as the downtown core is focused on High Street which is perpendicular to Highway 21.

Section 5.2.3 summarizes the screenline capacity analysis indicating screenlines have adequate capacity in Port Elgin and Southampton to accommodate typical traffic volumes to 2031. In Port Elgin, Highway 21 along with parallel Collector Roads (Bruce Street, Waterloo Street, Bricker Street,

Arlington Street) provides sufficient capacity through the downtown area. However, during the summer months, the additional long-distance through traffic should not be encouraged to reroute to Collector Roads, given the local traffic impacts that may occur.

A bypass of Port Elgin and/or Southampton within Saugeen Shores would provide an alternative route for through-traffic and ease congestion for local trips. However, a bypass would require costly property acquisition, bridge structures and road construction, and may not be feasible given the extensive natural environment to the east of the urban centre. Additionally, under typical traffic scenarios to 2031, additional north-south capacity is not required.

Section 6.5 details an alternative truck route that could also be promoted to long-distance travellers to bypass the urban areas in Saugeen Shores via existing roads. This route may not be ideal for all travellers, especially if their origin or destination is directly north of Saugeen Shores.

Alternatively, lane reconfiguration on Highway 21 could provide expanded capacity for through vehicles, without the need for costly and extensive road construction.

6.3.3 Lane Reconfiguration

The available capacity along Highway 21 may be increased through lane reconfiguration. The main “pinch point” on Highway 21 is the downtown area of Port Elgin, herein referred to as Goderich Street. Between Catherine Street to the south and Market Street to the north, Goderich Street is reduced to a single travel lane in each direction to provide parking on both sides of the road. On-street parking contributes to the following traffic impacts:

- ▶ Reduced number of travel lanes;
- ▶ Blocked access to turning lanes if vehicles are parked; and
- ▶ Reduced throughput on the mainline due to parking manoeuvres;
 - Vehicles entering and exiting parking spaces block traffic, which may extend to other blocks in the downtown area; and
 - The issues become more pronounced as parking turnover and traffic volumes increase.

Table 6.4 summarizes the on-street parking available on Goderich Street in downtown Port Elgin. A total of 64 on-street parking spaces are provided. Each block face contains an accessible parking space, included as part of the total number of spaces. All accessible spaces are located on the east side of Goderich Street, except between Gustavus Street and Green Street where it is located on the west side.

TABLE 6.4: GODERICH STREET ON-STREET PARKING INVENTORY

Block		On-Street Parking		
From	To	East Side	West Side	Total
Catherine Street	Johnston Avenue	6	7	13
Johnston Avenue	Gustavus Street	5	6	11
Gustavus Street	Green Street	3	2	5
Green Street	Mill Street	5	8	13
Mill Street	Elgin Street	8	8	16
Elgin Street	Market Street	2	4	6
Total		29	35	64

Another contributing factor to traffic congestion in the downtown area is the closely spaced signals on Goderich Street at Gustavus Street and Green Street. The traffic control signals meter Goderich Street throughput to provide capacity to the minor road movements. The signals should be programmed to provide time of day splits and phases and should be optimized as required. The closely spaced intersections should be timed in sequence to provide the most capacity to Goderich Street. **Section 6.4.2** discusses these intersections in greater detail.

To provide additional capacity on Goderich Street, parking restrictions and/or removals should be studied in greater detail. Parking is a critical component of a lively and thriving downtown area. However, as traffic volumes increase, people tend to avoid travelling through and stopping in heavily congested areas. Therefore, there needs to be a balance between available parking and acceptable traffic flow.

In Port Elgin, summer peak traffic patterns are directional – people tend to travel north at the beginning of the weekend (Friday and Saturday) and south on Sundays. Directional time of day/week parking restrictions could be implemented based on road capacity requirements. This would provide additional traffic lanes when needed, while preserving on-street parking. The Town should consider studying summer traffic and parking in the Port Elgin downtown core in greater detail to develop the optimal parking restrictions and relocations.

If the Town proceeds with on-street parking restrictions or removal, active transportation modes should be encouraged. The Town should increase the amount of bike parking provided downtown and ensure pedestrian crossings at signals are suitable for all ages and abilities. Accessible parking spaces should be relocated to minor roads adjacent to Goderich Street.

Recommendation #4

Conduct a downtown Port Elgin parking and traffic study, including a review of lane reconfiguration on Goderich Street, time of day parking restrictions during peak periods, and relocation of on-street parking and active transportation facilities.

6.4 Neighbourhood Traffic Safety

The Town aims to provide for the safe, orderly, and efficient movement of people and goods on roads under its jurisdiction. Safety is arguably the highest priority of these objectives and a core responsibility for the Town as a road authority. Given the serious human and financial consequences of motor vehicle collisions, especially ones involving vulnerable road users, the community expects municipal commitment to achieving a high level of road safety in Saugeen Shores.

The following sections summarize a series of policies to improve traffic safety within neighbourhoods in the Town. These policies augment the recommended roadway and active transportation strategies described in the TMP with the aim of:

- ▶ Enhancing the safety of a route or area arising from identified hazards and/or community concerns;
- ▶ Improving safety, mobility, and accessibility for children, pedestrians (including individuals with mobility challenges), and cyclists;
- ▶ Improving the amenity and “quality of life” of residential neighbourhoods; and
- ▶ Avoiding detrimentally impacting the operation of emergency response and public service vehicles.

The policies detailed in this section will assist Town Council and staff in implementing the TMP and guiding future decisions pertaining to traffic safety measures on neighbourhood roads in Saugeen Shores. The guidance will prove especially helpful in addressing citizen requests and providing a consistent, reasoned approach in responding to resident enquiries and concerns.

As part of this initiative, the Town should review and update its Traffic Control By-law 103-2008 to ensure the regulation is current and reflects the recommendations contained in this section.

Recommendation #5

Review and update Traffic Control By-law 103-2008.

6.4.1 Traffic Calming

The Town is experiencing growing concerns about safety on roads under its jurisdiction and wishes to consider the application of traffic calming measures in response. Traffic calming is the broad term used to describe the process and measures applied by road authorities to address concerns about the behaviour of motor vehicle drivers travelling on streets within their jurisdiction. Typically, the concerns relate to speeding and/or shortcutting traffic on Local or Collector Roads in residential neighbourhoods but can extend to urban and rural Arterial Roads.

Municipalities apply traffic calming measures to help reduce vehicle operating speeds, decrease traffic volumes, and alleviate conflicts between road users, with the goal of restoring streets to their desired function. Use of these measures promotes appropriate driver behaviour and ultimately improvements in both real and perceived road safety. But even when applied properly, traffic calming can pose negative consequences on emergency response and maintenance vehicles in some settings. Its presence can also cause traffic to divert to other streets, sometimes to the detriment of residents on those alternate routes. Implementation costs, visual appearance, and compatibility with adjacent development can deter use as well.

The TAC *Canadian Guide to Traffic Calming*² recommends municipalities adopt a guiding policy and procedures before introducing traffic calming measures to ensure consistent application and help limit potential liability. Consistent with this direction, the **Traffic Calming Implementation Protocol** in **Appendix B** provides guidance on the applicability of different measures and sets out defined criteria, consistent guidelines, and a typical process for considering prospective locations for traffic calming in both existing neighbourhoods and new development areas.

The Traffic Calming Implementation Protocol will help Town staff identify situations where traffic calming measures may be warranted, either in the design of new subdivisions and site plans or to address traffic intrusion and/or speeding issues on existing streets, and to select the most appropriate treatment to apply. The protocol also describes measures to supplement the physical traffic calming treatments, such as education, message signs, neighbourhood traffic committees and police enforcement.

Figure 6.10 provides a high-level overview of the traffic calming process detailed in the recommended protocol. The process is somewhat reactive by nature, usually initiated by a resident or community association. The Town can also instigate the process, such as for new developments. The application of traffic calming measures will be primarily oriented to Local and Collector Roads (per the Town's Official Plan) in urban residential neighbourhoods. Use on Arterial Roads is not typically contemplated.

Figure 6.10: Traffic Calming Process



² Transportation Association of Canada. *Canadian Guide to Traffic Calming*. February 2018.

Table 6.5 provides the criteria for the consideration of traffic calming measures on Town roads. Impacts on emergency response services and minimum neighbourhood support are the only criteria that need to be considered for narrower, very short “character” streets in the Town’s urban beachfront areas (also known as Cottage Streets per **Table 6.1**).

TABLE 6.5: CRITERIA FOR TRAFFIC CALMING MEASURES

Criterion	Specification	
Previous Request or Removal	Town has not received a request for traffic calming or removed measures on the subject street within the previous three years.	
Roadway Classification	Local and Collector Roads	Character streets in the Town’s urban beachfront areas (Cottage Streets)
Posted Speed	≤ 50 km/h	
Segment Length	> 200 m	n/a
Grade	≤ 8%	n/a
PLUS ONE OF:	85 th Percentile Speed > 5 km/h above posted on Local Roads or 10 km/h on Collector Roads Volume of Non-Local Traffic Exceeds 30% on Local Roads	n/a
Emergency Response	No significant impacts on fire, ambulance, and police services	
Neighbourhood Support	Survey all households with direct frontage or flankage onto subject roadway. Minimum response rate of 25% of eligible households with a minimum of 51% of respondents in support.	

Table 6.6 and **Table 6.7** illustrate the potential vertical and horizontal deflection traffic calming measures, respectively, the Town may consider. The measures to be used will be selected through the planning process detailed in the recommended Traffic Calming Implementation Protocol.

Meaningful engagement is essential to an effective and accepted traffic calming plan. Residents, as well as other potentially affected stakeholders such as emergency responders (Saugeen Shores Police Service, Bruce County Paramedic Service, Town of Saugeen Shores Fire Department) and public works staff, should be involved in the process, as noted in the protocol.

Recommendation #6

Adopt and apply the Traffic Calming Implementation Protocol provided in Appendix B in assessing, designing, and implementing appropriate traffic calming measures.

TABLE 6.6: POTENTIAL VERTICAL DEFLECTION TRAFFIC CALMING MEASURES

Measure	Application	Example
Speed Hump	For midblock locations. Consider removable in winter for snow clearing. Can use in temporary/trial installation.	
Speed Cushion	Same considerations as humps. Less impact to emergency and maintenance vehicles than humps.	
Raised Crosswalk	For intersections. Assists pedestrian crossings.	
Raised Intersection	Preferred to speed hump or cushion. Implement when reconstructing or constructing new road.	

TABLE 6.7: POTENTIAL HORIZONTAL DEFLECTION TRAFFIC CALMING MEASURES

Measure	Application	Example
Curb Extension	Preferred with road reconstruction. Can use to create inset parking, reduce pedestrian crossing width, and enhance pedestrian visibility.	 Source: w
Curb Radius Reduction	Except where interfere unacceptably with emergency or maintenance vehicle operation. Can use in temporary/trial installation.	 Source: http://safety.fhwa.dot.gov/
Raised Median Island	On Arterial Roads primarily. Can use in conjunction with raised crossing.	 Source: www.pedbikesafe.com
Roundabout	In new installations primarily.	 Source: www.shakopeemn.gov

6.4.2 All-way Stop Control

STOP signs are regulatory devices intended to assign right-of-way between vehicles approaching an intersection from different directions. Installing STOP signs on all approaches to an intersection creates an all-way stop condition. When used at the intersection of two roadways having similar traffic volumes and operating characteristics, all-way stop control can be effective, providing gap opportunities for minor street traffic that would not otherwise be available. But used indiscriminately and contrary to recommended guidelines, this form of control can cause several unintended consequences such as traffic noise, additional motor vehicle pollution, poor compliance, and inappropriate driver behaviour like midblock speeding and short-cutting³. According to Ontario Traffic Manual (OTM) Book 5 (Regulatory Devices)⁴, all-way stop control is unsuitable for the following conditions:

- ▶ Solely as a speed control measure;
- ▶ Solely to protect pedestrians, especially school aged children;
- ▶ Solely to reduce traffic infiltration potential;
- ▶ Where off-set intersection, poor geometry or more than four-legs exist;
- ▶ Where progressive signal timing systems exist; and
- ▶ Higher speed roadways (posted speeds greater than 60 km/h).

That said, the “ease” and low cost of implementation have made all-way stop control a common remedial solution to resident concerns about vehicle speeds, traffic infiltration, and pedestrian safety. The proliferation of “unwarranted” installations has, though, led to driver frustration and compliance issues (i.e. the “rolling stop”). This disregard for all-way stop control has diminished safety for all road users, especially vulnerable pedestrians and cyclists, uncertain approaching motorists will stop.

To promote consistent, safe operation, the Town should only consider all-way stop control at intersections meeting the criteria and warrants specified in OTM Book 5 (Regulatory Devices). The guidebook states all-way stop control may be considered from a volume perspective on:

- ▶ Major (Arterial) roads where:
 - The total vehicle volume on all intersection approaches exceeds 500 vehicles per hour for each of any eight hours of the day;
 - The combined vehicular and pedestrian volume on the minor street exceeds 200 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours, with an average delay to traffic on the minor street (either vehicles

³ Bretherton, W. Martin Jr. *Multi-way Stops – The Research Shows the MUTCD is Correct!*

⁴ Ministry of Transportation, Ontario. *Ontario Traffic Manual Book 5 (Regulatory Signs)*. March 2000.

or pedestrians wishing to enter the intersection) of greater than 30 seconds; and

- The volume split does not exceed 70/30. Volume on the major street is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.
- ▶ Minor (Local and Collector) roads where:
 - Total vehicle volume on all intersection approaches exceeds 350 vehicles for the highest hour recorded; and
 - Volume split does not exceed 75/25 for three-way control or 65/35 for four-way control. Volume is defined as vehicles only.

All-way stop control may also be considered at locations having a high collision frequency where less restrictive measures have been tried and found inadequate. OTM Book 5 (Regulatory Signs) defines a high frequency as an average of four collisions per year over a three-year period. Only those collisions susceptible to relief through multi-way stop control should be included in the count (i.e. right angle and turning type collisions).

Intersections not meeting these warrants, or the other criteria specified in OTM Book 5 (Regulatory Signs), should have the all-way stop control removed and a through road (two-way stop control) created.

Educating the community on all-way stop control and the reasons behind warrants would provide useful insight into the rationale and methods used by the Town to select traffic control devices. Providing information on other traffic-related topics such as setting posted speed limits and designated truck routes would also be beneficial.

Recommendation #7

Adopt and apply the guidance and warrants specified in Ontario Traffic Manual Book 5 (Regulatory Signs) in considering the installation and removal of all-way stop control.

Recommendation #8

Develop and post public education and frequently asked questions about traffic control devices and their warrants for installation on the Town's website.

6.4.3 Speed Limits

Speed regulations aid motorists in selecting operating speeds that are safe for the prevailing conditions. The maximum safe speed at any location will vary as road geometry, traffic demands, and road environment change.

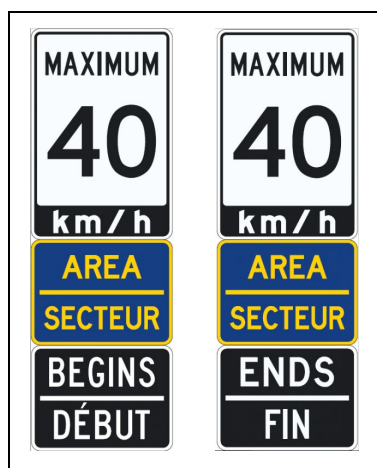
The selection of a posted speed limit for a specific location must take into consideration legislative regulations, public recognition and understanding, ease of implementation, capital and maintenance costs, and adherence to recognized engineering standards and practices. In Ontario, speed

regulations are primarily defined in the *Highway Traffic Act* (HTA), which states “no person shall drive a motor vehicle at a rate of speed greater than 50 km/h on a highway within a local municipality or within a built-up area.” This speed limit is commonly known as the Statutory Speed Limit.

Studies have shown that a reduction in vehicle operating speeds from 50 km/h to 40 km/h increases the chance of survival from 15% to 70% for a vulnerable road user struck by a vehicle. This rate is further increased to 90% for operating speeds of 30 km/h⁵.

Consistent with this direction, the provincial government amended the HTA as part of the *Safer School Zones Act, 2017* to allow municipalities to designate an entire area with a posted speed limit lower than 50 km/h. Prior to this amendment, speed limit signs had to be posted for the complete length of each roadway with a reduced speed limit. But now, a municipality is only required to post the Gateway Speed Limit Signs shown in **Figure 6.11** at all entrance and exit points to the designated area. All streets that fall within the posted entry sign and exit sign are then designated with the same speed limit denoted on the gateway signs.

Figure 6.11:
Gateway Speed Limit
Signs



In its ongoing efforts to enhance community safety, the Town has implemented 40 km/h (and some 30 km/h) speed limits on numerous roads in Port Elgin and Southampton. Enacting reduced speed limits on these streets has necessitated the installation and maintenance of an excessive number of signs and (potentially) resulted in inconsistent application between streets in the same neighbourhood, which can lead to confusion on the part of drivers and other street users.

Given the number of streets already posted lower than 50 km/h in Saugeen Shores, the Town should implement a uniform 40 km/h speed limit on roads within Port Elgin and Southampton through the introduction of Gateway Speed Limit Signs. While this provision of the HTA may be applied to any type of road within the municipality, the Town should only consider this treatment on residential Local and Collector Roads.

The Town should further reduce the typical speed limit on roads within school zones and on character streets in the urban beachfront areas (Cottage Streets) to 30 km/h. Reducing speed limits in these locations below 40 km/h will reinforce to motorists they are entering areas with a higher number of vulnerable users and must exercise extra caution as they are more likely to encounter pedestrians, especially young children, within the road.

⁵ City of Toronto. *Toronto Complete Streets Guidelines*. 2016. Figure 8-5

It is recognized the Town will wish to deviate from the uniform speed limit in certain locations, particularly on Arterial, non-residential Local and Collector, and Rural Roads. The Town should retain the current posted speed limits on these roads until such time as a change becomes necessary. In those circumstances or cases where a deviation from the uniform speed limit is being contemplated, the recommended **Speed Limit Modification Policy** in **Appendix B** can aid the Town in establishing consistent, enforceable, and safe speed limits within the municipality. Separate guidance is provided for setting speed limits on urban and rural roads given their different characteristics and conditions.

The Speed Limit Modification Policy is based on the methodology set out in the TAC *Canadian Guidelines for Establishing Posted Speed Limits*⁶. The recommended practices contained in the guidebook should be applied with sound engineering judgment in determining appropriate posted speed limits for Town roads.

Lowering the posted speed limit alone is typically not enough to achieve a sustained reduction in vehicle operating speeds. Police enforcement can be an effective measure to achieve compliance but without constant and rigorous attention, drivers tend to return to operating their vehicles at the speed they feel most comfortable regardless of the posted limit. Implementing traffic calming measures (per **Section 6.4.1**) to force motorists to slow down would limit the potential burden on the Saugeen Shores Police Service to enforce the reduced speed limit on all residential roads.

Recommendation #9

Adopt a uniform speed limit in Port Elgin and Southampton of 40 km/h on residential Local and Collector Roads and 30 km/h on roads within school zones and on character streets in the urban beachfront areas (Cottage Streets). Amend the Traffic Control By-law 103-2008 accordingly and install Gateway Speed Limit Signs per the *Highway Traffic Act* on each road entering and existing the areas designed in the by-law.

Recommendation #10

Adopt and apply the Speed Limit Modification Policy provided in Appendix B in assessing and implementing appropriate speed limits.

6.4.4 Pedestrian Crossings

The HTA provides the legal framework for pedestrian crossing treatments in Ontario. The legislation defines two categories of crossings:

- ▶ **Controlled:** A crossing supported by one of three control measures: Stop/Yield signs, Pedestrian Crossovers (PXO), or traffic control signals. The use of school crossing guards is also considered to be a form of pedestrian control at designated crossings during school

⁶ Transportation Association of Canada. *Canadian Guidelines for Establishing Posted Speed Limits*. December 2009.

periods. Vehicles are required to stop or yield to pedestrians within a controlled crossing per the HTA; and

- ▶ **Uncontrolled:** All other crossings including unmarked crosswalks at intersections, marked crossings that are unsigned or unsignalized, and school crossings where the designated crossing guard is not present. Pedestrians must yield to traffic and wait for a safe gap to cross prior to entering the roadway at these locations as they do not have the right-of-way.

The purpose of providing a controlled pedestrian crossing is to establish and convey to motorists that pedestrians have the right-of-way to traverse the road at that location under the control conditions. Assigning right-of-way priority encourages pedestrians to cross at defined locations and reduces the number of uncontrolled movements, which are often less safe.

OTM Book 15 (Pedestrian Crossing Treatments)⁷ recommends warrants and guidelines for the application of controlled crossings in the province. As noted above, the measures include:

Traffic Control Signals:	Pedestrian Crossovers (PXOs):	Signs:
▶ Full Traffic Signals	▶ Level 1 Type A PXO	▶ STOP/All-Way STOP
▶ Intersection Pedestrian Signals (IPS)	▶ Level 2 Type B PXO	▶ YIELD
	▶ Level 2 Type C PXO	▶ Supervised School Crossings
▶ Midblock Pedestrian Signals (MPS)	▶ Level 2 Type D PXO	

OTM Book 15 (Pedestrian Crossing Treatments) provides a Decision Support Tool (DST) to aid in determining the need for and selection of the appropriate pedestrian crossing control treatment. The DST features a two-stage process. The first stage involves a Preliminary Assessment to screen the location for suitability and check whether the site is a candidate for control. If initial screening requirements are fulfilled, the process progresses to the second stage of Pedestrian Crossing Selection to choose the preferred measure for the site.

The Town should follow the recommended practice in OTM Book 15 (Pedestrian Crossing Treatments) when considering requests for pedestrian crossings. Applying the Treatment System Selection process outlined in the guidebook, which relies on the DST, will ensure consistent assessment and application of measures.

The Town should also remove any existing and discourage future marked unprotected crosswalks to avoid confusing pedestrians and drivers. At

⁷ Ministry of Transportation Ontario. *Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments)*. June 2016.

locations where unprotected crosswalks are retained on two lane, low speed roads (i.e. 50 km/h or less), it is recommended that accompanying signage be implemented appropriately. Measures such as pedestrian refuge islands or centre medians and reflective delineator poles should also be considered as safety measures to draw the driver's attention to potential crossing activity.

Recommendation #11

Adopt and apply the Treatment System Selection process specified in Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments) in considering potential pedestrian crossing locations.

Recommendation #12

Remove existing and avoid future marked, unprotected crossings.

6.4.5 School Zones and Community Safety Zones

Under the *Highway Traffic Act* (HTA), the Town has the authority to designate two types of “zones” for heightened safety and enforcement emphasis using:

- ▶ The **SCHOOL ZONE MAXIMUM SPEED** sign, which indicates to motorists they should reduce their speeds at certain times because they are entering an area where school children are present and may be crossing the road; and
- ▶ **COMMUNITY SAFETY ZONE** signs, which inform drivers they are entering an area the community has deemed paramount to the safety of its children/citizens. These sections of roadway are typically near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences and may also be used for collision-prone areas within a community. Traffic-related offences committed within these zones are subject to increased fines (many set fines such as speeding and traffic signal-related offences are doubled).

Implementing these two types of zones enable the Town to focus resources and attention on specific locations where safety risk to vulnerable road users is highest. However, experience from other communities suggests that signs alone are typically ineffective and the benefits not commensurate with the enforcement effort required. For this reason, the Town should use School Zones and Community Safety Zones selectively following the guidance provided in OTM Book 5 (Regulatory Signs) when identifying locations.

While final determination of the School Zone limits will still rely on sound engineering judgment, the School Zone Input Worksheet detailed in the TAC *School and Playground Areas and Zones: Guidelines for Application and Implementation*⁸ can be used as a guide.

If designating a School Zone, the speed limit should be set at no lower than 30 km/h and supplemented with the flashing signal indication and “When Flashing” tab. Per OTM and TAC guidelines, the speed limit should be

⁸ Transportation Association of Canada. *School and Playground Areas and Zones: Guidelines for Application and Implementation*. October 2006.

reduced by no more than 20 km/h in a single step. If further speed reductions are required, the extent of the School Zone should be reduced accordingly. The reduced Speed Zone should be in effect uniformly across the district between the hours of 7:00AM-9:30AM and 2:00PM-5:00PM during school days.

The following guidelines are recommended for establishing a Community Safety Zone on a Town roadway:

- ▶ Community Safety Zones should only be implemented for community-based facilities such as schools, community centres, parks, retirement areas, or roadway sections with continual high collision rates;
- ▶ Each by-law establishing a Community Safety Zone must indicate that the designation is in effect for 24 hours a day to assist the Saugeen Shores Police Service or Ontario Provincial Police with enforcement; and
- ▶ Community Safety Zones must always be used in conjunction with other traffic safety and police enforcement measures.

Recommendation #13

Consider the installation of School Zones and Community Safety Zones on a site-specific basis having regard for the guidance specified in Subsection 6.4.5.

6.4.6 Roundabouts

Roundabouts are becoming a more prominent form of intersection traffic control in Canada. A type of circular intersection, vehicles entering a roundabout must yield to traffic circulating counter clockwise around the central island, minimizing potential conflict points and reducing vehicle speeds. The Town currently has two roundabouts on Devonshire Road at Waterloo Street and Bruce Street in Port Elgin.

Roundabouts provide several advantages over other forms of intersection traffic control, primarily in terms of:

- ▶ Safety (fewer conflicts, lower speeds, and reduced collision severity);
- ▶ Capacity (reduced delays, fewer queues, and improved access management); and/or
- ▶ Environmental (reduced fuel consumption and emissions).

In most cases, improving safety is the main reason road authorities construct roundabouts in Canada.

Although roundabouts offer many benefits, there are limitations and disadvantages to consider, including:

- ▶ Spatial requirements (may require more property than conventional stop-controlled or signalized intersections);

- ▶ Construction costs (may have higher initial construction cost but lower lifecycle);
- ▶ Constructability (retrofitting may be more difficult);
- ▶ Operational (traffic volumes and patterns may adversely influence capacity);
- ▶ Accessibility (may pose challenges for pedestrians with vision impairment or mobility challenges); and
- ▶ Public education (may require outreach if roundabouts not common to the area).

The detailed **Roundabout Feasibility Policy** included in **Appendix B** provides further information on the benefits of roundabouts and an overview of implementation considerations. The policy includes a Screening Tool to assess the merit of implementing a roundabout compared to other intersection treatments, such as auxiliary turn lanes, traffic control signals, and all-way stop control. The criteria and guidance provided in the TAC *Canadian Roundabout Design Guide*⁹ supplements use of the tool.

The Screening Tool helps in determining whether to proceed to a more detailed Intersection Control Study to confirm the feasibility and benefit of providing a roundabout. This operational and design study reviews reasonable forms of traffic control for the subject intersection or corridor in more detail and compares the options based on several measures including:

- ▶ Road user safety for all potential users including a detailed review of the societal costs of collision potential;
- ▶ Level of service and delay for all potential users;
- ▶ Environmental impacts such as fuel consumption, vehicle emissions and noise;
- ▶ Capital and operating costs;
- ▶ Compatibility with road/corridor traffic control strategies, and adjacent land use and access;
- ▶ Property impacts; and
- ▶ Effects on emergency service provision, accommodation of persons with disabilities, and farm vehicle operation (where appropriate).

As stated in the policy, the Town should consider the use of roundabouts for intersection traffic control:

- ▶ In existing locations where a traffic control upgrade is warranted, capital improvements are being considered, or safety or capacity issues have been identified; and

⁹ Transportation Association of Canada. *Canadian Roundabout Design Guide*. January 2017.

- ▶ In new development areas where a new intersection is planned on: an Arterial and/or Collector Road that warrants or may warrant traffic control signals or all-way stop control; and a Local Road where traffic calming or development staging is required.

Recommendation #14

Adopt and apply the Roundabout Feasibility Policy provided in Appendix B in considering potential roundabout locations.

6.5 Recommended Improvements

6.5.1 Road Sections

The proposed road network improvement program summarized in **Table 6.8** was derived principally from the proposed road classifications detailed in **Section 6.2** and the long-term capital works program set out in the 2016 Town of Saugeen Shores Development Charge (DC) Background Study. The analyses completed through the TMP study confirmed the projects identified through the 2016 DC Background Study were still necessary for implementation by the year 2031.

It is noted that the long-term capital roads program contained in the 2016 DC Background Study includes other projects considered necessary to support planned growth in Saugeen Shores not identified in this document. The TMP has focused more on expansion (widening and new construction) projects in established development areas. Additional projects identified in the 2016 DC Background Study pertain to urbanization of rural roads that would not typically be identified through a TMP. The absence of a specific project identified in the 2016 DC Background Study from the recommended improvement program in this TMP should not be construed as the project is not necessary to support future growth.

Recommendation #15

Adopt and implement the proposed road improvements specified in Table 6.8.

6.5.2 Intersections

An analysis of future 2031 traffic conditions was completed to identify intersections within the Town that may require improvements to accommodate traffic growth to the year 2031. Intersection improvements including left-turn lanes, traffic control signals, roundabouts and other capacity, operational and geometric improvements were considered.

TABLE 6.8: PROPOSED ROAD IMPROVEMENTS

Road	From	To	Type of Improvement	Rationale
Anglesia Street (SH)	Peel Street	Spence Street	▶ New Road Construction	▶ Address gap in the Collector Road network
Anglesia Street (SH)	Spence Street	High Street	▶ Upgrade to Collector	▶ Upgrade to meet existing Collector Road standards
Bricker Street (PE)	North of Maple Drive	Peirson Avenue	▶ Property Acquisition and New Road Construction	▶ Address gap in the Collector Road network
Bruce Street (PE)	Bruce Road 25	Sunset Boulevard	▶ Extension (2 lanes)	▶ Address gap in the Collector Road network
Bruce Street (PE)	Devonshire Road	Concession 10	▶ Extension (2 lanes)	▶ Address gap in the Collector Road network
Catherine Street (PE)	Bruce Street	Stafford Street	▶ Upgrade to Collector, Property Acquisition, and Jog Elimination ▶ Until property can be acquired, consider restricting access during school hours between Kaake Street and Stafford Street	▶ Upgrade to meet existing Collector Road standards ▶ Address gap in the Collector Road network ▶ Improve Port Elgin-Saugeen Central School traffic circulation
Concession 10 (PE)	Miramichi Bay Road	Bruce Street Extension	▶ Widen to Collector width	▶ Upgrade to meet existing Collector Road standards
Concession 10 (PE)	Bruce Street Extension	Maplewood Drive	▶ Upgrade to Arterial	▶ Included as part of the 2016 DC By-law
Concession 10 (PE)	Maplewood Drive	Links Sideroad	▶ Upgrade to Arterial	▶ Upgrade to meet existing Arterial Road standards
High Street (SH)	Grenville Street	Anglesia Street	▶ Upgrade to Arterial	▶ Included as part of the 2016 DC By-law
Maplewood Drive (PE)	Brentwood Drive	Concession 10	▶ Extension (2 lanes)	▶ Address gap in the Collector Road network
Spence Street (SH)	Grenville Street	Anglesia Street	▶ Upgrade to Collector	▶ Upgrade to meet existing Collector Road standards
Waterloo Street (PE)	Mary Street	Devonshire Road	▶ Property Acquisition Develop to Collector	▶ Address gap in the Collector Road network

Left-Turn Lanes at Unsignalized Intersections

The MTO *Design Supplement for the TAC Geometric Design Guide for Canadian Roads*¹⁰ provides direction in assessing the need for auxiliary left-turn lanes on major roads at unsignalized intersections. Left-turn lanes or multiple through lanes with shared left-turns are present on the major road (Highway 21 and Gustavus Street) for all unsignalized study area intersections operating below acceptable levels of service under future (2031) traffic conditions. Therefore, the need for left-turn lanes at unsignalized intersections forecast to experience operational deficiencies were not assessed.

Traffic Control Signals

OTM Book 12 (Traffic Signals)¹¹ provides warrants for the installation of traffic control signals. Justification 7 is used to determine the need for signals based on projected volumes at existing or planned intersections. With the increased uncertainty of volume projections for proposed new developments, the warrant must be fulfilled 120% for existing intersections and 150% for future intersections to justify signal installation.

Traffic signal control warrants were calculated for all unsignalized study area intersections operating below acceptable levels of service under future (2031) traffic conditions, as identified in **Table 5.6** and **Table 5.7**. **Table 6.9** summarizes the warrants.

TABLE 6.9: SIGNAL WARRANT FULFILLMENT

	Intersection	% Fulfilled	Signal Warranted?
1	Bricker Street at Gustavus Street	55%	NO
2	Goderich Street at Louis Street	4%	NO
3	Highway 21 at Carlisle Street	41%	NO
4	Goderich Street at Concession 10	49%	NO
5	Railway Street/Albert Street at Adelaide Street	27%	NO
6	Albert Street at Clarendon Street	30%	NO
7	Albert Street at Emerald Drive/Spence Street	44%	NO
8	Albert Street at Morpeth Street	12%	NO
9	Railway Street at McNabb Street	71%	NO
10	North Rankin Street at Turner Street	55%	NO

¹⁰ Ministry of Transportation Ontario. *Design Supplement for TAC Geometric Design Guide for Canadian Roads*. June 2017.

¹¹ Ministry of Transportation Ontario. *Ontario Traffic Manual Book 12 – Traffic Signals*. March 2012.

Based on the analyses, none of the intersections will meet the warrant criteria for the installation of traffic control signals by the 2031 horizon. The **Technical Appendix** contains the detailed signal warrant justification worksheets.

As Highway 21 and Gustavus Street are classified as Arterial Roads intended to move large volumes of traffic, all-way stop control is not recommended at any of the unsignalized intersections as an interim measure.

The intersection of Goderich Street and Catherine Street was not analyzed, although the TMP recommends upgrading Catherine Street to a Collector Road. Currently, the intersection has an IPS, with stop control on Catherine Street. The Town should continue to monitor the intersection operations and complete signal warrants, as traffic volumes necessitate.

Roundabouts

Four unsignalized intersections along Highway 21 have critical movements on the minor street approach that are forecast to operate near or at capacity under future (2031) traffic conditions including:

- ▶ Goderich Street and Concession 10;
- ▶ Highway 21 and Carlisle Street;
- ▶ Railway Street and McNabb Street; and
- ▶ North Rankin Street and Turner Street.

With traffic control signals unwarranted, a roundabout may be considered as an alternative method of traffic control. Roundabouts often operate with lower delays and shorter queues than other forms of intersection control and low vehicle speeds also facilitate improved gap acceptance resulting in higher operational capacity.

The geometric design of a roundabout creates a change in driving environment that influences the driver to moderate vehicle speeds in a more natural way compared to abrupt stopping and starting caused by other traffic control devices. Roundabouts are especially effective as gateway treatments, as they convey a change in environment between rural and urban areas and encourages traffic to slow down. This transition alerts the driver that the upcoming urban environment is different than the previous rural segment and behaviour needs to change. Given the intersections are located on the edge of Port Elgin and Southampton, roundabouts would provide an effective transition between higher speed section of Highway 21 and the lower speed zone through the urban communities.

A roundabout was not considered at Highway 21 and Carlisle Street. While there are forecast operational concerns at Highway 21 and Carlisle Street, the intersection is not under the Town's jurisdiction. Given the existing road configuration and proximity of the intersection to Highway 21 and Bruce County Road 3, there is an opportunity to reconcile turning movements. As traffic volumes increase, the Town should collaborate with MTO and the

County to provide acceptable traffic operations along Highway 21 at Carlisle Street and Bruce County Road 3.

The operational implications of installing roundabouts at Goderich Street and Concession 10, Railway Street and McNabb Street, and North Rankin Street and Turner Street were assessed using ARCADY software. The ARCADY analysis indicates that the operation of the intersections would improve (substantially) with the installation of roundabouts. All movements are forecast to operate at LOS A with acceptable v/c ratios. The roundabouts were assessed with two-lane entries on the major road (Goderich Street, Railway Street and North Rankin Street) and single lane entries on the minor road (Concession 10, McNabb Street and Turner Street). The **Technical Appendix** contains the detailed ARCADY reports.

While the analysis demonstrates a roundabout provides acceptable levels of service at North Rankin Street and Turner Street, the intersection is under the jurisdiction of Bruce County. The Town should advocate for and collaborate with the County to complete a detailed intersection analysis.

Additionally, the County recently completed a Schedule B MCEA for Bruce County Road 25 from Bruce Street to Goderich Street in Saugeen Shores. As part of the study, a review of the intersection control at Goderich Street and Bruce County Road 25/Concession 6 was undertaken. The review included an evaluation of roundabout versus traffic signal control and recommended a roundabout with two lane entries on Goderich Street and single lane entries on Bruce County Road 25/Concession 6. The TMP analysis did not identify any operational concerns at the intersection. However, a roundabout may still be a plausible solution for safety and connectivity. The County and Town should continue to monitor the intersection operations.

Left-Turn Lanes at Signalized Intersections

At Goderich Street and Ivings Drive, under existing conditions, the northbound movement is operating at unacceptable levels of service. With forecast traffic growth, the northbound movement and the overall intersection are forecast to operate at unacceptable levels of service.

Adding a northbound left-turn advance phase with an updated timing plan will mitigate existing conditions. However, under 2031 traffic conditions, during the PM peak hour, the northbound left-through movement continues to operate at LOS F with a v/c ratio of 1.25 while the overall intersection operates at LOS F with a v/c ratio of 1.20. Improving the future operation will require further action beyond the introduction of an advance signal phase.

The most common (and effective) improvement for an intersection like Goderich Street and Ivings Drive experiencing operational concerns is the addition of a dedicated auxiliary turn lane. With the installation of a northbound left-turn lane and advance phase all movements in 2031 are forecast to operate at acceptable levels of service. Approximately 45 m of storage is required for the northbound left-turn lane based on the analyses. The **Technical Appendix** contains the detailed Synchro reports.

Other Operational and Safety Considerations

Goderich Street at Gustavus Street and Green Street

Within the Port Elgin downtown area, the Goderich Street intersections with Gustavus Street and Green Street are forecast to operate at unacceptable levels of service. The delays are largely contributed to the decreased capacity due to on-street parking, especially in the northbound direction. Changes to the lane configuration, including removal of parking may mitigate forecast deficiencies.

As detailed in **Table 6.4**, there are five on-street parking spaces on Goderich Street between Gustavus Street and Green Street. Two parking spaces are on the east side and three are on the west side of the street. These parking spaces impact the movement of vehicles in this section of Goderich Street by blocking access to heavily used left-turns. The northbound left-turn at Green Street provides direct access to the beach, while the southbound left-turn at Gustavus Street provides access to the eastbound route out of Port Elgin. With the removal of parking on Goderich Street between Gustavus Street and Green Street, the left-turn lanes may be extended for the entire block length.

Additionally, there are operational deficiencies for the northbound movement at Gustavus Street. A left-turn lane is provided. However, the number of left-turning vehicles is low (maximum of seven during the PM peak hour). Both the through and right-turn movements are heavily used and required additional capacity. Reconfiguring the lanes to provide shared left-through and through-right lanes would increase the available capacity. To implement this change, parking on the east side of Goderich Street from Gustavus Street to Johnston Avenue should be removed.

With the installation of the above lane reconfigurations, all movements in 2031 are forecast to operate at acceptable levels of service. A total of ten parking spaces will require removal. The **Technical Appendix** contains the detailed Synchro reports.

High Street and Grosvenor Street

High Street has a wide cross-section to accommodate angled on-street parking on both sides of the road. The wide road makes it difficult for pedestrians to cross safely and increases the potential for vehicle conflicts with vulnerable road users (i.e. pedestrians, cyclists). Additionally, the buildings abutting the sidewalk and the on-street parking on High Street impact driver visibility at the intersection.

To mitigate the safety concerns, the Town installed curb extensions on High Street at Grosvenor Street to narrow the road cross-section. The purpose of curb extensions is to reduce vehicle speeds, reduce crossing distance for pedestrians, increase visibility of pedestrians, and prevent parking close to an intersection. While the curb extensions result in the removal of a few parking spaces, the safety benefits for pedestrians counters this argument. The curb extensions should remain in place at the intersection.

Signal Timings

As detailed in **Section 6.3.2**, traffic volumes and patterns in the Town change during the summer months. For most of the year, one signal timing plan may be sufficient. However, during the summer signal timing changes may be required to accommodate additional vehicles. The Town should develop seasonal signal timing plans to reflect the differences in traffic patterns throughout the year. This includes changes to splits, phases, and cycle lengths as well as turning on/off advanced phasing.

In general, signal timings should be reviewed and optimized on a regular basis, approximately every two to five years or as change to traffic patterns arise.

Summary

Table 6.10 summarizes the proposed intersection improvements to accommodate forecast growth in the Town to 2031.

Recommendation #16

Adopt and implement the proposed intersection improvements detailed in Table 6.10.

6.6 Truck Traffic

Safe and efficient movement of goods and services within and through the Town is essential for sustainable economic growth and important to the local economy in attracting and retaining a wide range of industries and businesses. Section 4.4.4 of the Town's Official Plan details the policies surrounding commercial truck traffic in Saugeen Shores.

Balancing the significant economic benefits of truck traffic with its less than desirable affects on community livability can prove challenging, though. In Saugeen Shores, residents have long expressed concerns about the volume of heavy vehicle activity on Arterial and Collector Roads within the built-up areas of the Town. While these roadways were designed to physically accommodate such vehicles, the noise, dust, and emissions of trucks can adversely affect quality of life especially near schools and residential areas.

The use of Highway 21 as a truck route through the built-up areas of Port Elgin and Southampton is particularly concerning. The absence of an evident, convenient alternative results in higher volumes of trucks traversing the Town via Highway 21 than the community perceives as being necessary or reasonable. But constructing a bypass primarily to reroute trucks would be costly and pose adverse environmental impacts.

TABLE 6.10: PROPOSED INTERSECTION IMPROVEMENTS

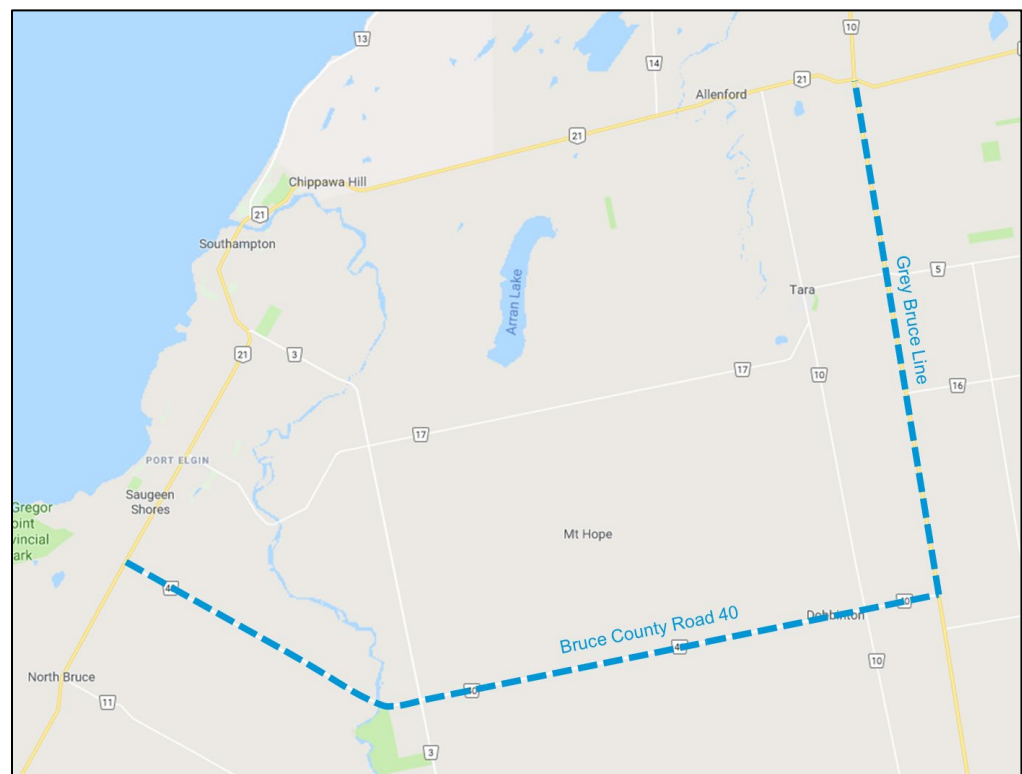
Intersection	Improvements
Goderich Street and Bruce County Road 25/ Concession 6 (PE)	▶ Collaborate with Bruce County to monitor intersection operations, considering a roundabout with two lane entries on Goderich Street and single lane entries on Bruce County Road 25/Concession 6
Goderich Street and Catherine Street (PE)	▶ Monitor intersection operations and complete traffic signal warrants as traffic volumes necessitate.
Goderich Street and Concession 10 (PE)	▶ Construct roundabout with two lane entries on Goderich Street and single lane entries on Concession 10
Goderich Street and Ivings Drive (PE)	▶ Provide northbound left-turn lane with 45 m of storage ▶ Provide northbound left-turn advanced phase
Goderich Street and Gustavus Street (PE)	▶ Remove east side parking (five spaces) on Goderich Street between Gustavus Street and Johnston Avenue ▶ Extend southbound left-turn lane north to Green Street ▶ Provide shared northbound left-through and through-right movements
Goderich Street and Green Street (PE)	▶ Remove parking (five spaces) on both sides of Goderich Street between Gustavus Street and Johnston Avenue ▶ Extend northbound left-turn lane south to Gustavus Street
North Rankin Street and Turner Street (SH)	▶ Collaborate with Bruce County to complete a detailed intersection analysis, considering a roundabout with two lane entries on North Rankin Street and single lane entries on Turner Street
Railway Street and McNabb Street (SH)	▶ Construct roundabout with two lane entries on Railway Street and single lane entries on McNabb Street
All Signalized Intersections	▶ Develop seasonal signal timing plans ▶ Optimize signal timings as required

A potential alternate truck route already exists from south of Port Elgin to Alvanley at Grey Road 10 via Bruce County Road 40 and the Grey-Bruce Line. This routing shown in **Figure 6.12** would allow heavy vehicles to bypass the Port Elgin and Southampton downtown areas. The travel distance along the alternate route is approximately 11 km longer but requires the same time for a one-way trip at about 30 minutes.

Other communities with similar concerns about trucks traversing their downtown cores have proactively implemented programs aimed at encouraging drivers to divert to an alternate route. In this case, the Town should collaborate with MTO and Bruce County to provide:

- ▶ **Advanced signing** in both directions along Highway 21 prior to Bruce County Road 40 and Grey-Bruce Line to inform motorists of the alternate route. During peak summer seasons, portable variable message signs informing drivers of travel times could promote use of the alternate truck route;
- ▶ **Information on the Town's website** detailing the alternate truck route, anticipated travel times, and maps for users to download and print;
- ▶ **Outreach to local trucking companies and industries** detailing the alternate truck route, anticipated travel times, and bulletins for companies to share with drivers; and
- ▶ **Upgrades to infrastructure** (if required) along the alternate truck route to better accommodate heavy vehicle travel.

Figure 6.12:
Potential Alternate
Truck Route



Heavy vehicle restrictions under the HTA are another option to control truck traffic on roads but tend to be difficult to enforce. Local deliveries and collections are exempt from the signed restriction if the location cannot be reached from another road. The availability of resources for enforcement are also a concern. Given the need for heavy vehicle access to/from/within Port Elgin and Southampton for local deliveries, truck restrictions on Highway 21 would be very difficult to enforce and are not recommended.

Recommendation #17

Collaborate with the Ministry of Transportation and Bruce County to implement an alternate truck route around Port Elgin and Southampton along Bruce County Road 40 and Grey-Bruce Line.

6.7 Parking

Parking is an integral element of the community transportation system. An appropriate balance of supply and demand for parking is necessary to support business viability and maintain residential neighbourhood integrity. Management of the supply, location, and price of parking can also be an effective way to influence travel behaviour and encourage walking, cycling, and transit use. The following subsections address the key parking-related issues facing the Town:

6.7.1 On-Street Parking and Stopping Regulations

On street parking has an important relationship to pedestrian and motorist safety, the capacity and level of congestion on a street, and the economic well-being of adjacent businesses. It can create a buffer, separating pedestrians on the sidewalk from motor vehicle traffic on the adjacent roadway. The presence of on-street parking may also reduce motorists' speed, further enhancing pedestrian safety and comfort.

On the other hand, on-street parking can limit visibility between motorists and pedestrians. The “dart out”, often by a child, is one of the most common types of midblock pedestrian collisions in residential areas. For this reason, the restriction of on-street parking in areas with pedestrian activity can improve safety and enhance visibility between street users.

Parking By-law 51-2013 provides the regulatory framework to control on-street parking, stopping, and standing activity in the municipality. The Town should review the by-law to ensure its current and reflects the guidance provided in the TMP.

In considering requests for changes to parking and stopping provisions, the Town should (each situation should be evaluated on a case by case basis):

- ▶ **In the Vicinity of Elementary Schools**, prohibit stopping on the opposite side of the street and parking along the frontage. These prohibitions should be signed;

- ▶ **In the Vicinity of Pedestrian Crossovers**, prohibit parking within 30 m of any crosswalk that is not located at an intersection. These prohibitions should be signed;
- ▶ **In the Vicinity of Intersections**, prohibit parking within 10 m of an unsignalized intersection and 15 m of a signalized intersection. These prohibitions should be signed if there is a recurring issue. The primary purpose of restricting parking at intersections is to improve sight distance;
- ▶ **On Streets with High Parking Activity**, adjust regulations to increase turnover if there is a demand issue, prohibit parking or stopping if there is a sight visibility concern, or implement permit parking if there is undesired long duration parking, such as during the daytime near employment uses.
- ▶ **Shoulder Areas/Edges of Pavement Reserved for Pedestrians and Cyclists**, prohibit parking in conjunction with the design of active transportation facilities. Depending on the characteristics of the roadway, the prohibition should be limited to certain times of the day and certain days of the week. The time and day limitations should be tailored to the specific location in consultation with abutting property owners. These prohibitions should be signed.

Recommendation #18

Review and update Parking By-law 51-2013.

Recommendation #19

Adopt and apply the guidance provided in Section 6.7.1 in responding to requests for on-street parking and stopping regulation changes.

6.7.2 Off-Street/On-Site Parking

Zoning By-law 75-2006 governs the supply on off-street/on-site parking in the Town. The by-law stipulates the minimum number of parking stalls required for a development but does not specify a maximum number of spaces.

The Town should review and update the parking standards in Zoning By-law 75-2006 to ensure alignment with contemporary regulations and the TMP recommendations. Specific items to consider include:

- ▶ Parking requirements for residential intensification areas;
- ▶ Opportunities for shared parking in commercial areas;
- ▶ Parking provisions for bicycles, rideshare, and carshare; and
- ▶ Parking implications of new mobility and emerging trends and technologies.

Recommendation #20

Review and update the parking standards in Zoning By-law 75-2006.

6.7.3 Parking in Downtown Port Elgin and Southampton

Parking is often viewed as one of the basic elements in sustaining a healthy downtown and expanding commercial activity within the core. The supply, location, and price of parking are very sensitive issues for downtown businesses and neighbouring residents. Inadequate supply or high parking prices can serve as deterrents to patron visits, hinder the attraction of new businesses to downtown areas, and adversely impact adjacent neighbourhoods.

The parking systems in downtown Port Elgin and Southampton consist of:

- ▶ **Public on-street parking (On-Street).** On-Street parking is intended to provide close and convenient parking for patrons visiting the downtown area. It facilitates customer access to businesses and allows some delivery and pick-up of goods. In this context, on-street parking is typically shorter term and turnover of vehicles is encouraged through time-limited parking and loading zones;
- ▶ **Municipally controlled off-street parking (Municipal Lot).** These lots are typically shared between short-term (customers) and longer-term users (employees); and
- ▶ **Privately owned, publicly accessible off-street parking (Private Off-Street).** Private Off-Street parking is provided throughout the downtown area, generally as part of, or adjacent to the businesses and residences they serve.

Currently, the Town does not charge for parking in any lot or on-street location.

From anecdotal evidence and visual observation, parking demand in both downtowns can exceed supply and available spaces can become scarce at certain times of the year. This situation arises most commonly on weekends and during holidays in the summer. At different times, the Town has contemplated expanding supply through the construction of additional off-street parking spaces, but the cost and impact have remained deterrents.

The Town's existing parking strategies for downtown Port Elgin and Southampton are dated and should be updated to address immediate and longer-term needs. This planning is especially prudent if the preferred solution(s) requires property acquisition and/or lead time to budget/raise funds and undertake preparatory work. A typical scope of work for a study like this entails:

- ▶ Review and summarize existing parking inventory, policies, and regulations;
- ▶ Collect parking utilization and duration data over at least one day;
- ▶ Identify current parking deficiencies based on existing patterns;
- ▶ Estimate future parking needs based on projected demand; and

- ▶ Recommend parking management strategies to improve the efficiency of the existing and future parking supply based on survey data and stakeholder feedback.

Possible actions to explore through the study include:

- ▶ Establishing a standard procedure and guidelines for assessing curbside use regulation changes (i.e. parking, standing, stopping);
- ▶ Revising on-street parking regulations to make better use of existing supply, particularly at peak times, including pricing;
- ▶ Using targeted enforcement to achieve compliance with regulations;
- ▶ Supplementing existing wayfinding and public information to make parking easier to find and access;
- ▶ Preparing a strategy to manage peak demand during special events;
- ▶ Identifying potential locations for additional off-street parking; and
- ▶ Collecting cash-in-lieu of parking.

Recommendation #21

Prepare updated parking strategies for downtown Port Elgin and Southampton.

7 Active Transportation Strategy

7.1 Reference Documents

The following reference documents provided guidance in preparing the Active Transportation Strategy:

- ▶ **OTM Book 18 (Cycling Facilities) (Ministry of Transportation, 2013)**¹² – This reference provides practical guidance on the planning, design, and operation of on and off-road cycling facilities specific to Ontario. Of note, the Bicycle Facility Selection Tool included in the document provides a three-step facility selection process. It provides a consistent framework that is straightforward to apply and uses readily available data;
- ▶ **Small Town and Rural Multimodal Networks (U.S. Department of Transportation, 2016)** – This reference provides transportation practitioners in small town and rural communities with multimodal designs drawn from successful case studies in the United States; and
- ▶ **Pedestrian and Bicycle Planning – Guide to Best Practice (Victoria Transport Policy Institute, 2009)** – This document provides a detailed template for policy makers, planners, and advocates to implement active transportation planning design and concepts. Recommendations include establishing an active transportation committee and creating performance indicators to evaluate cycling suitability on different roadways.

Additionally, the Saugeen Shore Bicycle Friendly Communities Workshop Summary Report – May 2017, prepared by the Share the Road Cycling Coalition provided a foundation for the Active Transportation Strategy. The document identifies existing cycling assets and challenges faced in Saugeen Shores, articulates a five-year vision for cycling and provides a two-year workplan to progress towards the vision.

7.2 Factors Influencing Active Transportation Use

Many factors influence how often the active transportation network will be used and who will use it. The main factors can be grouped into user characteristics and operating space requirements. These factors should be examined to ensure that the active transportation network and plan that is developed is specific to the Town and its residents.

¹² Ministry of Transportation Ontario. *OTM Book 18 – Cycling Facilities*. 2013.

7.2.1 User Characteristics

User characteristics impact both the amount of times someone uses the active transportation network and the type of facilities used within the network. To create a desirable network specific to the residents and visitors of Saugeen Shores, these factors need to be considered.

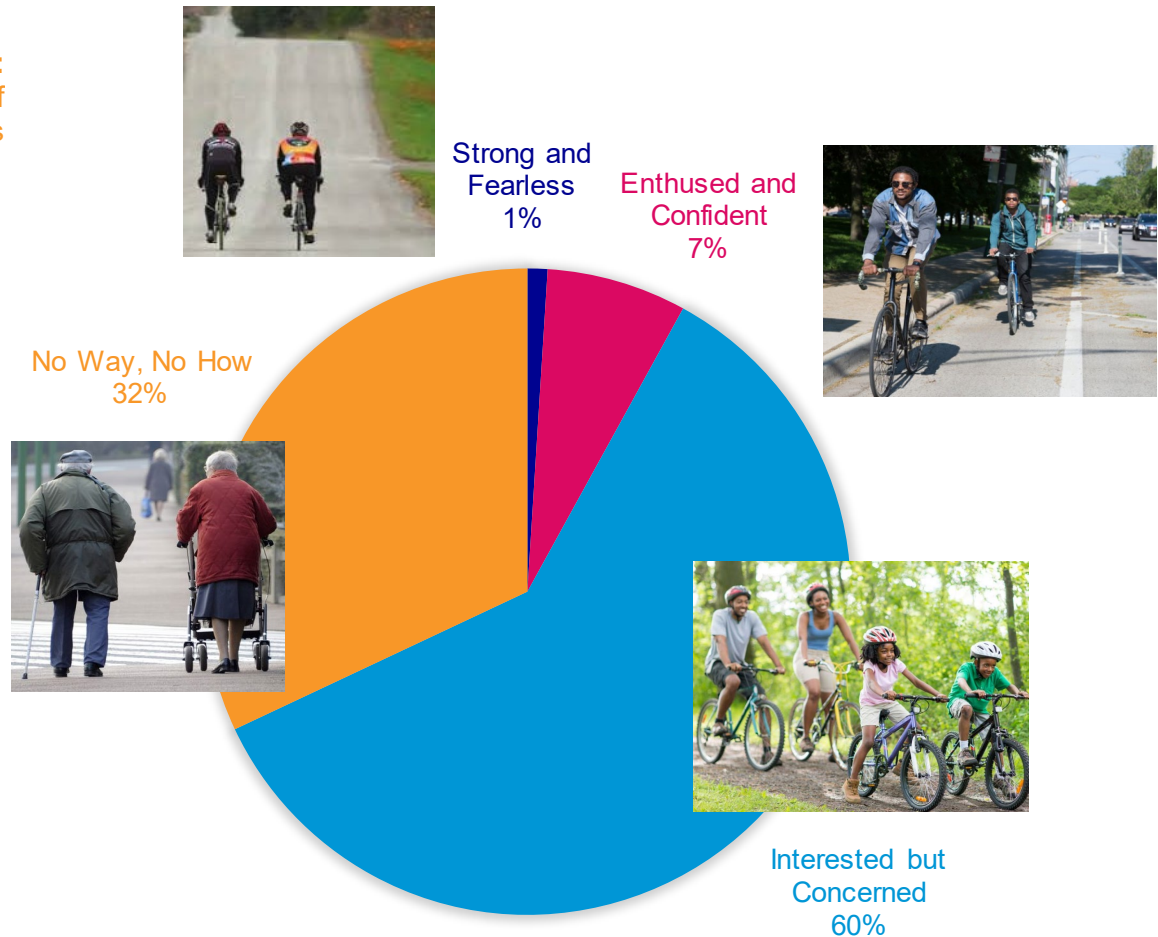
- ▶ **Age** – With just under half (49%¹³) of all residents of the Town being over 50, and 24% being over 65, it is important to consider appropriate infrastructure to facilitate movement of this aging population. Seniors tend to engage in shorter distance (1 to 5 km) walking and cycling activities such as running errands or visiting nearby friends and family; protected or separated facilities are ideal for this age group.
- ▶ **Cyclist Skill and Comfort Level** – While pedestrians of all ages and abilities are typically accommodated sufficiently through sidewalks, there are four types of cyclists when it comes to skill and comfort levels among municipal populations that impact the type of cycling facilities provided:
 - *Strong and Fearless* cyclists tend to ride for recreational and utilitarian purposes, they are comfortable riding next to vehicles and will cycle regardless of roadway conditions;
 - *Enthusied and Confident* cyclists are like the strong and fearless type but, while they are comfortable sharing the roadway with vehicles, they prefer to ride within areas designated for exclusive cyclist use such as bike lanes or trails;
 - *Interested but Concerned* cyclists avoid riding in medium to higher levels of vehicular traffic, are discouraged by higher traffic volumes, extreme topographic conditions, and inconsistent bicycle facilities. They do not ride frequently but would like to ride more, they may not have their own car (e.g., children or seniors) but they may be drawn to cycling with implementation of more separated facilities that provide more space between cyclists and motorists;
 - *No Way, No How* are people that have never been drawn to cycling and may never be. Factors contributing to this could include topography, lack of skill, capability, or preference.

Through various surveys¹⁴, it has been determined that the distribution of these cyclist types among urban municipalities remains consistent. **Figure 7.1** illustrates the typical distribution. With about 60% of the population typically considered “Interested but Concerned” users, the Town should focus on this market to further encourage cycling within Saugeen Shores.

¹³ Statistics Canada, 2016. *Census Profile, 2016 Census. Saugeen Shores, Town.* www12.statcan.gc.ca

¹⁴ Roger Geller. *Four Types of Cyclists*. 2006.

Figure 7.1:
Four Types of
Cyclists



- ▶ **Trip Purpose** – Generally, there are two types of trips that cyclists or pedestrians take: utilitarian (errands, social activities) and recreational (exercise). Additionally, cyclists may take touring trips (long distance exercise). The following compares the characteristics of the different trip types:
 - Cyclists and pedestrians taking utilitarian trips tend to want the most direct route but may be willing to go out of the way for short distances for routes with appropriate traffic control (signals at high volume roads or, for cyclists, less stop signs along the route) or less traffic;
 - Recreational trips are typically taken on low volume rural roadways, quiet neighbourhood streets, or off-road active transportation facilities. These trips are identified by the level of enjoyment, scenery, and company of others; and
 - Touring trips are longer recreational trips that involve bike rides between urban areas or to specific points of interest. They require more planning such as over night accommodation and mapping out preferred routes.

In Saugeen Shores, all three trip types are important to consider. However, since utilitarian trips tend to be the most common trip type, focusing on accommodating these trip types will have the greatest benefit to residents of the Town.

- ▶ **Other Potential Users** – It is recognized that other users (non-cyclists) may be found on the active transportation network. These users may include in-line skaters, joggers, and electric bikes and scooters. While there may be some of these other users, the focus of the Active Transportation Strategy will be on pedestrian and cyclist travel.

7.2.2 Operating Space

Pedestrians

At some point everyone is a pedestrian, and, accordingly, the space provided for pedestrians should be able to accommodate people of all ages and abilities. This includes sidewalks, crossings, and public spaces, all of which should be designed to protect pedestrians, encourage walking and support placemaking.

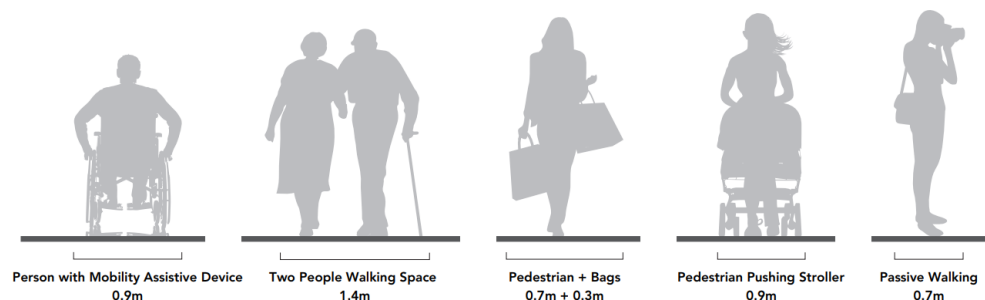
While the design of space for cyclists is generally centered around safety and convenience, the focus for pedestrians is expanded to include the importance of placemaking being the creation of a space to promote people's health, happiness, and well-being. Guidelines for placemaking can be hard to specify because they are dependent on the surrounding land uses and their combinations vary significantly between communities and even between street blocks. Street furniture, lighting, café patios, curb and sidewalk extensions, wayfinding, green infrastructure, and year-round maintenance all contribute to the use of the pedestrian space. Attention to these elements will help create vibrant, attractive, safe, and green streets for the Town.

Other factors to consider when designing spaces for pedestrians include accessibility and mobility, connectivity, safe crossings, vegetation and stormwater management, maintenance efficiency and utility coordination.

Figure 7.2 provides a visual representation on the different operating spaces required for different pedestrians.

Figure 7.2:
Pedestrian Operating
Space

(Source: City of Toronto
Complete Streets
Guidelines)

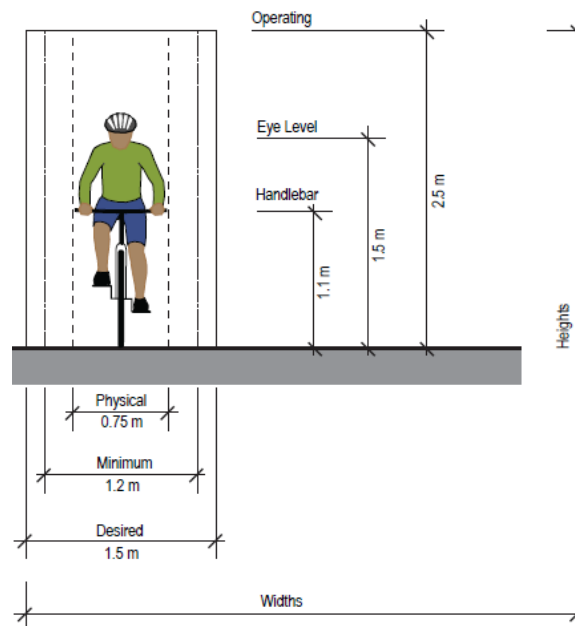


Cyclists

There are several general factors when designing spaces for cyclists to ensure an optimal experience for both cyclists and motorists. These factors include operating space, buffer space, length, and operating speed. Cyclists require an operating space around them to maintain their balance and comfort levels. This envelope includes the horizontal space required for the bicycle, the vertical space for the user on top of the bicycle, and extra space for maneuvering, passing other cyclists and overall comfort levels. These space requirements vary between bicycle types, user abilities and user speeds. OTM Book 18 (Cycling Facilities) defines the desired horizontal operating space for cyclists as 1.5 m and the vertical operating space as 2.5 m. **Figure 7.3** illustrates the operating space requirements.

Figure 7.3:
Cyclist Operating
Space

(Source: OTM Book 18)



7.3 State of the Practice Review

Active transportation plans developed by similar municipalities were reviewed to identify practices potentially applicable to the Town. The following practices were noted:

- ▶ Integrate networks with surrounding municipalities;
- ▶ Establish an Active Transportation Advisory Group. The group should be tasked with providing input on Town initiatives, including development applications;
- ▶ Appoint an Active Transportation Coordinator to facilitate program implementation;
- ▶ Design and construct network facilities consistent with relevant industry guidelines and standards. Key documents such as OTM

Book 18 (Cycling Facilities) and TAC *Bikeway Traffic Control Guidelines for Canada*¹⁵ should be referenced;

- ▶ Provide online resources, including web pages providing active transportation network information and allowing users to report issues and suggestions;
- ▶ Develop trails and bikeway maps. Both high level (showing routes only) and detailed maps (showing grades, level of difficulty and surface type) should be provided;
- ▶ Develop a wayfinding strategy. The strategy should include direction for branding and signing for both on and off-road systems in the Town. The strategy should be coordinated with surrounding municipalities to ensure consistency;
- ▶ Ensure ongoing active transportation network promotion using creative and context sensitive outreach programs and coordination with:
 - Police services to offer safe cycling training;
 - Local groups to introduce bicycle-friendly designation and business programs;
 - Representatives from tourism, public health, and local school boards to create a strategy to provide seasonal active transportation and recreation information; and
 - Local active transportation clubs (e.g., a cycling club or running club) and interest groups to distribute information about the network;
- ▶ Create short and long-term horizon plans including:
 - An implementation strategy to help guide the development of the plan year by year;
 - A funding strategy that allows active transportation infrastructure to be implemented within the specified timeframe; and
 - An Active Transportation Charter to facilitate and promote active transportation in a consistent manner.
- ▶ Schedule development of cycling and pedestrian facilities with new construction or reconstruction.

7.4 Pedestrian Network

The pedestrian facilities within Saugeen Shores are mainly comprised of sidewalks and multi-use trails. These corridors are integral for many residents and visitors when it comes to completing daily errands or other short trips.

¹⁵ Transportation Association of Canada. *Bikeway Traffic Control Guidelines for Canada*. February 2012.

Unfortunately, many roads within the Town lack pedestrian facilities on one or both sides, creating pedestrian connectivity issues.

Where possible, within the urban boundaries, the Town should aim to provide sidewalks or multi-use trails on at least one side of all roads. Attention should be given to roads within 1.6 km of schools since these are the areas in which students (JK-12) are ineligible for bus transportation to/from school¹⁶. Additionally, the Town should work to provide sidewalks on both sides of all roadways classified as Collector Roads (as specified in **Section 6.2**). Priority should be given to roadways that fall into both categories (i.e. Collector Road within 1.6 km of a school).

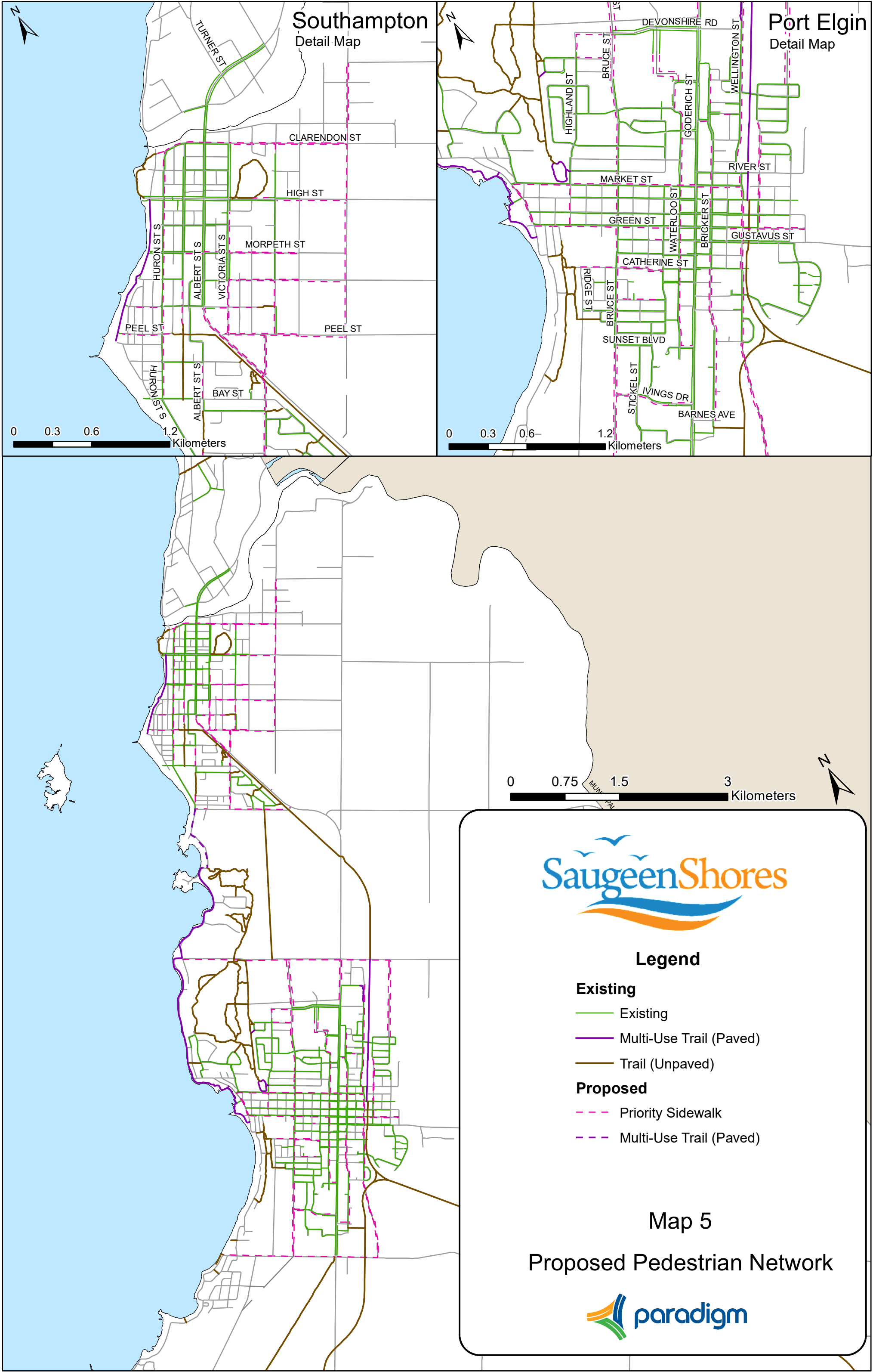
The Town should consider providing an annual budget to dedicated to filling in gaps and expanding the pedestrian network on a continual basis. The **Sidewalk Investment Prioritization Policy** in **Appendix B** is intended to aid the municipality in selecting and ordering identified rehabilitation, infill, and new sidewalk construction projects within available funding. The recommended policy aligns with the objectives identified in the TMP and the Town's Official Plan and relies on readily available data. The prioritization method involves assigning a point score to a series of criteria generally grouped into the following categories:

- ▶ Existing sidewalk condition;
- ▶ *Accessibility for Ontarians with Disabilities Act* (AODA) requirements;
- ▶ Conformity with the TMP;
- ▶ Land use and connectivity;
- ▶ Road characteristics;
- ▶ Public support; and
- ▶ Constructability and cost.

The total score for each sidewalk segment, calculated by summing the individual criteria points, provides the basis for ranking, with projects exhibiting the highest scores given top priority. Pedestrian safety and accessibility are given higher weights in the evaluation matrix.

Map 5 shows the priority sidewalks to be implemented for the Town. As shown, all proposed sidewalks are on Collector Road, within a 1.6-km radius of a school. Upon development of the priority network, the Town should work toward providing sidewalks on at least one side of all existing roads and on both sides of all new roads.

¹⁶ Student Transportation Service Consortium of Grey-Bruce. *Frequently Asked Questions*. 2016. Accessed via <http://www.brucegreyschoolbus.ca/FAQ#q1>



Recommendation #22	Continue to expand the network by installing sidewalks on roadways without sidewalks with an annual sidewalk budget.
Recommendation #23	Expand the pedestrian network by prioritizing Collector Roads within 1.6 km of schools for new sidewalks.
Recommendation #24	Adopt and apply the Sidewalk Investment Prioritization Policy contained in Appendix B in assessing potential sidewalk improvement projects. Maintain a consistent schedule of assessing sidewalks for upgrades and improvements based on the policy.
Recommendation #25	Adopt and implement the pedestrian network illustrated in Map 5.
Recommendation #26	Require sidewalks on both sides of all newly constructed roads.

7.5 Cycling Network

7.5.1 Network Development Process

The process to develop the future cycling network for the Town of Saugeen Shores involved the following:

- ▶ Review the **existing cycling network** for potential opportunities and constraints;
- ▶ Identify continuous cycling **corridors** through the Town based on the following six route selection criteria:
 - Connected and Continuous
 - Accessible
 - Safety and Comfort
 - Interesting and Enjoyable
 - Context Sensitive and Cost-Effective
 - Tourism; and
- ▶ Resolve remaining **gaps and discontinuities** in the network through location-specific treatments.

Table 7.1 summarizes the route selection criteria, which build on the vision, goals, and objectives for the TMP detailed in **Section 5.4**.

TABLE 7.1: ROUTE SELECTION CRITERIA

Criteria	Description	Considerations for Implementation
Connected and Continuous	The route should provide residents and visitors with direct linkages to their essential day-to-day activities. The route should provide smooth transitions between facilities.	The route connects important destinations such as schools. The route connects to other active transportation linkages.
Accessible	The route should, where feasible, meet <i>Accessibility for Ontarians with Disabilities Act</i> (AODA) requirements. The route should serve a wide range of users, regardless of differences in capabilities and socio-economic circumstances.	Wayfinding and accessibility signs should be implemented on and nearby route access points. The network should reach all points of interest, from public parks and schools to major employment centers and entertainment venues.
Safety and Comfort	The route should minimize risk and provide a sense of safety to users, especially in areas with higher volumes of vulnerable road users such as seniors and children. The route should connect to supporting amenities in desirable locations.	Routes should be clearly marked and visible, with the intended user indicated. Potential conflicts between cyclists, pedestrians and other road users should be minimized. Additional safety measures should be implemented on routes near schools, parks or seniors' homes.
Interesting and Enjoyable	The route should consider the journey in addition to the destination, and incorporate attractive areas, scenic views, and vistas. The route should incorporate direct and indirect connections.	Direct routes through scenic areas, parks or residential areas should be favoured over locations in industrial areas or with high traffic volumes. Appropriate signs and separation should be provided on routes in less desirable locations.
Context Sensitive and Cost-Effective	The route facility design should comply with Town approved standards and policies. The route and facility used should be based on the expected volume and type of cyclist and/or pedestrian traffic (tourist, commuter, recreational).	Routes should build on existing infrastructure where possible. Higher volume routes should be given priority. Route infrastructure should be coordinated with road construction and other improvement projects.
Tourism	The route should facilitate connections to key tourist destinations throughout Saugeen Shores, and surrounding destinations areas to facilitate regional connectivity.	Routes should support local tourism initiatives and provide connections to external tourism destinations.

7.5.2 Existing Network

The existing cycling network, previously detailed in **Section 4.2.2 (Map 1)**, serves many key destinations and pedestrian generators in the Town. As the foundation for the proposed network, it features four general elements:

- ▶ **Regional routes:** These routes include lengthier facilities that provide connections between Port Elgin to Southampton and beyond. These routes are important to enhance tourism opportunities bringing longer-distance cyclists into the Town.
- ▶ **Local routes:** These routes include sidewalks, shared facilities and bike lanes that are used to move within the Town's communities. These routes are key to allowing day-to-day activities to be completed without the use of a single occupancy vehicle.
- ▶ **Supporting amenities:** These include items such as benches, bike racks and washrooms. They enhance the network by considering the users' needs along the way and at their destination.
- ▶ **Crossings/transitions:** Crossings and transitions between facility types can be major barriers to the use of the full network. The Town's network offers crossings over major barriers that help to maintain connectivity.

7.5.3 Corridors

The second step in establishing the future cycle network for the Town of Saugeen Shores was to identify the primary east-west and north-south corridors. The Town's existing road system lends itself favourably to a grid cycle network, providing shorter, more convenient connections between origin and destination points from the perspective of a cyclist or pedestrian.

The recommended corridors were identified through the following sources:

- ▶ Consultation with Town staff;
- ▶ Examination of key background information (such as the Bicycle Friendly Community summary report);
- ▶ Bicycle Facility Selection Process outlined in OTM Book 18 (Cycling Facilities);
- ▶ Guidelines summarized in the FHWA *Small Town and Rural Multimodal Network* document; and
- ▶ Through use of the route selection criteria (**Table 7.1**).

Table 7.2 and **Table 7.3** summarize the assessment of the recommended primary east-west and north-south cycling corridors in Port Elgin and Southampton, respectively. Final bicycle facility selection will be determined by the Town on a case-by-case basis and will be contingent on available funding and public support. Generally, facilities should be implemented concurrently with road re-construction projects.

TABLE 7.2: CYCLING CORRIDOR ASSESSMENT – PORT ELGIN

Corridor	Opportunities	Challenges
East-West Corridors		
Future Trail (north of Devonshire Road)	▶ Connects to several other routes ▶ Fully separated facility provides safety and comfort to cyclists ▶ Attractive and enjoyable route	▶ Requires crossing treatments at all roadway intersections ▶ Discontinuity where trail meets Goderich Street
Devonshire Road	▶ Wider right-of-way may allow for separated facility ▶ Minimal on-street parking ▶ Provides connections to recreational facilities and commercial area ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection) ▶ Traffic signals at Highway 21 and Goderich Street provide a safer crossing	▶ Higher volume street (~2000 vpd) ▶ Not many places of interest along route ▶ Does not provide a direct connection to Rail Trail
Market Street	▶ Wider right-of-way may allow for separated facility ▶ Minimal on-street parking ▶ Direct east-west connection, connecting Rail Trail to the shoreline ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection) ▶ Centrally located ▶ Traffic signals at Highway 21 and Goderich Street provides a safer crossing ▶ Connects to Northshore Trail, Harbour, and Port Elgin Main Beach	▶ Higher vehicular volumes (>2200 vpd near Goderich Street, >1300 vpd near Bruce Street) ▶ Not many places of interest along route ▶ Does not provide a direct connection to the schools ▶ May require improved crossing facilities at some intersections (ex. Stevens Street)

TABLE 7.2: CYCLING CORRIDOR ASSESSMENT – PORT ELGIN

Corridor	Opportunities	Challenges
Green Street	▶ Lower vehicular volumes east of Goderich Street compared to Gustavus Street (~1,230 vpd) ▶ Provides a direct route through Town ▶ Connects several places of interest including schools, curling club, shoreline, Rail Trail, Shipley Trail, and Town Pond ▶ Forms part of the Great Lakes Waterfront Trail ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection) ▶ Centrally located ▶ Traffic signals at Goderich Street and Highway 21 provides a safer crossing ▶ Connects to Trolley Stop and Port Elgin Main Beach	▶ Roadway has higher traffic volumes near Goderich Street ▶ On-street parking may cause conflicts with cyclists if not moved/removed
Catherine Street	▶ Makes use of a road with low vehicular traffic volumes ▶ Minimal on-street parking along route ▶ Provides connections to several places of interest including two schools, the shoreline, and the Rail Trail ▶ Pedestrian crossing at Goderich Street and Highway 21 provides a safer crossing for cyclists ▶ Scheduled for repaving between 2019-2024 ▶ Connects to Great Lakes Waterfront Trail and Shipley Trail	▶ Potential conflicts between vehicles parked in Port Elgin-Saugeen Central School parking lot and cyclists ▶ West connection to Izzard Road is not direct (though indirect through Town Pond) ▶ Requires cyclists to stop at several stop-controlled intersections reducing convenience and comfort
North-South Corridors		
Highland Street	▶ Wide road right-of-way may allow for a separated facility ▶ Minimal on-street parking	▶ Several two-way stop-controlled intersections require cyclists to stop along route ▶ Route does not connect to south Port Elgin

TABLE 7.2: CYCLING CORRIDOR ASSESSMENT – PORT ELGIN

Corridor	Opportunities	Challenges
Ridge Street	▶ New road construction presents opportunity to provide separated facility	▶ Does not provide direct route north of Catherine Street
Bruce Street	▶ Wide road right-of-way may allow for a separated facility ▶ Intersects with other proposed school routes ▶ Minimal on-street parking provided ▶ Provides a direct north-south route through Town	▶ Wide right-of-way may be encouraging speeding. If separated facility not used, high traffic speeds may create an uncomfortable environment for cyclists.
Waterloo Street	▶ Intersects with other proposed school routes ▶ Route is close to downtown shops and restaurants ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection)	▶ Higher volumes (>3300 vpd near Green Street) may be uncomfortable for some riders ▶ If separated facility not used, high traffic volumes may create an uncomfortable environment for cyclists
Bricker Street	▶ Wide road right-of-way may allow for a separated facility ▶ Intersects with other proposed school routes ▶ Provides a direct north-south route through Town ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection)	▶ Higher volumes (>3200 vpd near Gustavus Street) may be uncomfortable for some riders ▶ If separated facility not used, high traffic volumes may create an uncomfortable environment for cyclists ▶ May require relocation on removal of some on-street parking
Wellington Street	▶ Provides a connection to retail development in north Port Elgin ▶ Low volumes (< 1600 vpd) may allow for shared facilities ▶ Provides alternative to Rail Trail which is not accessible from all streets	▶ Two-way stop-controlled intersections require cyclists to stop along route
Rail Trail	▶ Trail stretches the full length of the Town ▶ Connects to many other roads and places of interest ▶ Fully separated facility provides safety and comfort to cyclists ▶ Route is attractive and enjoyable	▶ Requires improved crossing facilities at all roadway intersections ▶ Requires improved crossing facility where the trail crosses Highway 21 (south of Carlisle). This section of the Highway is under Provincial jurisdiction

TABLE 7.3: CYCLING CORRIDOR ASSESSMENT – SOUTHAMPTON

Corridor	Opportunities	Challenges
East-West Corridors		
Saugeen Street/ Clarendon Street	▶ Makes use of a road with low vehicular traffic volumes ▶ Provides a connection to existing bike lanes on Highway 21 and Albert Street ▶ Wide road right-of-way east of Victoria Street may allow for bike lanes ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection) ▶ Pedestrian traffic signals at Highway 21 and Albert Street provides a safer crossing	▶ Some riders may be hesitant to use mixed facility ▶ Drivers may not like sharing the roadway ▶ If separated facility not used east of Victoria Street, high traffic speeds may create an uncomfortable environment for cyclists
High Street	▶ Provides a direct route through town ▶ Connects several places of interest including a school, hospital, library, churches, and parks ▶ Provides access to main downtown shops and restaurants ▶ Proposed improvements would provide a safe and comfortable route ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection) ▶ Centrally located ▶ Traffic signals at Highway 21 provide a safer crossing for cyclists ▶ Connects to Trolley Stop	▶ Conflict with angled parking. May need to remove some stalls. ▶ High volumes of traffic, creating an uncomfortable environment for cyclists
Morpeth Street	▶ Makes use of a road with low vehicular traffic volumes ▶ Minimal on-street parking along route ▶ Direct east-west connection ▶ Centrally located ▶ Pedestrian signal at Highway 21 and Albert Street provides a safer crossing for cyclists ▶ Connects to a beach access point	▶ Few places of interest along route ▶ Requires cyclists to stop at several stop-controlled intersections reducing convenience and comfort

TABLE 7.3: CYCLING CORRIDOR ASSESSMENT – SOUTHAMPTON

Corridor	Opportunities	Challenges
Peel Street/ Rail Trail	▶ Makes use of a road with low vehicular traffic volumes ▶ Minimal-to-no on-street parking ▶ Part of route is fully separated from vehicular traffic ▶ East-west connection connects Rail Trail to the shoreline ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection)	▶ Not many places of interest along route ▶ Does not provide a connection east of Highway 21 and Albert Street ▶ May require improved crossing facilities at some locations (Emerald Street)
South Street	▶ Makes use of a road with low vehicular traffic volumes ▶ East-west connection connects Rail Trail to the shoreline ▶ Provides connections to tennis courts and a fitness centre ▶ Minimal traffic control along route is convenient for cyclists (no need to stop at every intersection) ▶ Connects to a beach access point	▶ Not many places of interest along route ▶ If separated facility not used east of Victoria Street, high traffic speeds may create an uncomfortable environment for cyclists
North-South Corridors		
Lake Street	▶ Narrow roadway limits vehicular speeds ▶ Low vehicle volumes (<1,000 vpd) ▶ Interesting and enjoyable route ▶ Provides several connections to the beach ▶ Direct north and south connections provided	▶ Several two-way stop-controlled intersections require cyclists to stop along route ▶ Narrow roadway does not allow for a separated facility ▶ Short street without connections to downtown area, as bicycles are prohibited on the sidewalk
Huron Street	▶ Wide road right-of-way may allow for a separated facility ▶ Cycling facilities may slow down vehicular traffic ▶ Moderate on-street parking ▶ Connects to many beach access points ▶ Part of Trolley Route	▶ If separated facility not used, high traffic speeds may create an uncomfortable environment for cyclists ▶ Several two-way stop-controlled intersections require cyclists to stop along route

TABLE 7.3: CYCLING CORRIDOR ASSESSMENT – SOUTHAMPTON

Corridor	Opportunities	Challenges
Grosvenor Street	▶ Portion of roadway has a wide right-of-way, which may allow for a separated facility ▶ Provides connection to downtown ▶ Southern portion connects to a fully separated off-road trail ▶ Direct route	▶ Removal or relocating on-street parking may be required ▶ Unprotected crossing at High Street may be uncomfortable for some cyclists
Albert Street	▶ Direct connection that stretches through the entire town ▶ Several places of interest along route ▶ Cycling facilities could have a traffic calming effect	▶ High vehicle volumes (> 9000 vpd) ▶ Road right-of-way may not be wide enough to provide separated, on-street facilities ▶ Removal or relocation of on-street parking may be required
Rail Trail	▶ Trail stretches the full length of the Town ▶ Connects to many other roads and places of interest ▶ Fully separated facility provides safety and comfort to cyclists ▶ Route is attractive and enjoyable ▶ May be potential for northern extension of trail	▶ Requires improved crossing facilities at all roadway intersections ▶ Higher cost solution (paving in urban areas) ▶ Winter maintenance expectations for paved trail ▶ Impacts to cross-country skiing if trail is winter maintained
Victoria Street	▶ Wide road right-of-way may allow for a separated facility ▶ Cycling facilities may slow down vehicular traffic ▶ Provides a direct north-south route through Town ▶ Connects to Trolley Stop ▶ Connects several places of interest including a school, hospital, library, churches, and parks	▶ If separated facility not used, conflicts between angled on-street parking would create a dangerous environment for cyclists
Grenville Street	▶ Low speed limit ▶ Low vehicle volumes (~1000 vpd) ▶ Few intersecting streets allow for an enjoyable recreational route	▶ Some of route is not paved ▶ Not many places of interest along route
Turner Street/ Bruce County Road 13	▶ The existing paved shoulders provide a good facility for cyclists ▶ The route provides a connection outside of Town	▶ Not many places of interest along route

7.5.4 Gaps and Discontinuities

The proposed cycling corridors provide the foundation for a connected and complete cycling network in Saugeen Shores. But, inevitably, gaps and discontinuities will remain, most commonly in locations with higher potential for motorist-cyclist conflicts. Resolving these connectivity issues helps enhance safety and can encourage the “interested but concerned” rider to choose cycling over other travel options.

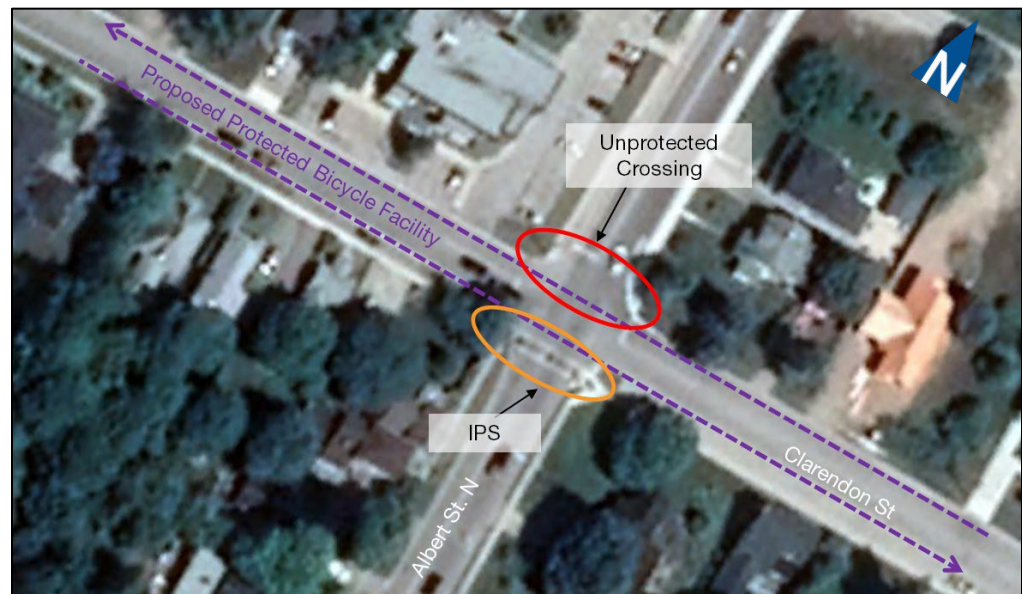
The following describes the recommended approach for addressing the most significant remaining gaps and discontinuities in the cycling network within the Town based on the assessment:

Albert Street North and Clarendon Street Crossing

This crossing is currently equipped with an Intersection Pedestrian Signal (IPS) on the north leg of the intersection. While this provides appropriate protection for crossing pedestrians, it is inconvenient for cyclists to activate the signal while on their bike especially from the south leg when travelling northbound. It is recommended that the signal be modified so that cyclists, approaching the intersection from either direction, can activate the signal without dismounting. Pushbuttons should be installed on Clarendon Street, at the northeast and southwest corners of the intersection. They should be positioned close enough to the curb so that cyclists can activate the pushbutton without dismounting. **Figure 7.4** illustrates the location of the IPS in relation to the proposed protected bicycle facility and the corresponding unprotected crossing.

Figure 7.4:
Intersection
Pedestrian Signal at
Albert Street and
Clarendon Street

(Image Source:
Google Maps)

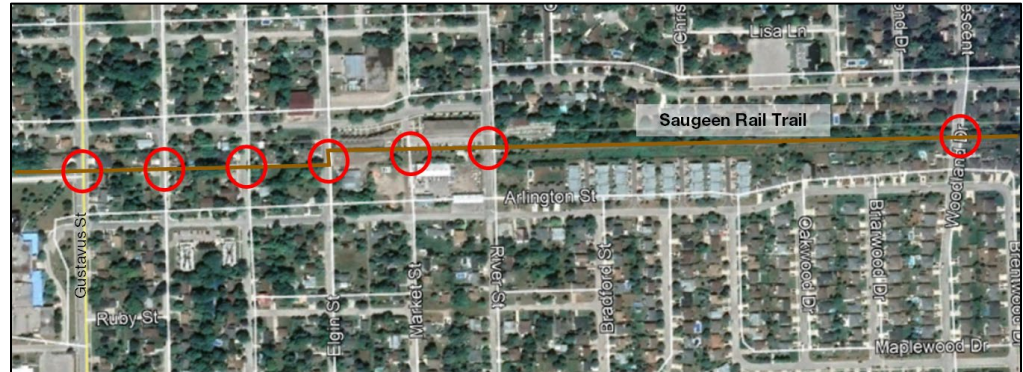


Rail Trail Crossings

Any location in which the Rail Trail crosses a roadway should be properly signed and marked to improve cyclist safety. The appropriate signage and marking treatments are dependent on vehicle volumes and speeds on the roadway as well as available sight lines. **Figure 7.5** illustrates several of the Rail Trail crossings in Port Elgin.

Figure 7.5:
Railway Street at
Peel Street

(Image Source:
Google Maps)



Connection on Rail Trail from Port Elgin to Southampton

Between Port Elgin and Southampton, the Rail Trail crosses Highway 21 at a location where vehicular traffic volumes and speeds are relatively high. This crossing can be overwhelming and may deter some from using it as a regular route. To accommodate cyclists that are not comfortable taking this route, it is recommended that signage be placed on the Rail Trail at Concession Road 10 informing cyclists of the unprotected crossing and an alternative route via Concession Road 10 and the Great Lakes Waterfront Trail. **Figure 7.6** illustrates the alternative route on Concession Road 10 in purple and the Rail Trail in brown with the unprotected crossing at Highway 21 circled in red.

Figure 7.6:
Highway 21 Rail Trail
Crossing

(Image Source:
Google Maps)



Peel Street to the Rail Trail

There is no formal crossing over Railway Street from Peel Street to the Rail Trail. With Peel Street proposed to be designated as a signed route, it is anticipated that crossings in this location will increase. Vehicle and cyclist volumes should be continually monitored by the Town to determine timing of appropriate crossing treatments. **Figure 7.7** illustrates this uncontrolled crossing with cyclists and pedestrian paths shown in dashed orange.

Figure 7.7:
Rail Trail Crossings in
Port Elgin

(Image Source:
Google Streetview)



7.5.5 Recommended Network

Map 6 illustrates the final proposed cycling network for the Town of Saugeen Shores. Building on the existing grid of Town roads, the future network provides a permeable and connected system of routes facilitating cycle travel throughout the municipality.

Recommendation #27

Adopt and implement the cycling network illustrated in Map 6.

7.5 Design Guidelines

Pedestrian and cycling facility guidelines were developed based on current best practices and a review of the Town's infrastructure-related engineering and planning design standards and policies. The guidelines summarized below are not intended to be prescriptive or replace sound engineering judgement and should be used in combination with other design guidelines and documents, particularly OTM Book 15 (Pedestrian Crossing Treatments) and OTM Book 18 (Cycling Facilities).

7.5.1 Pedestrian Facility Design

Sidewalks and multi-use trails are the primary types of facilities forming the existing and proposed pedestrian networks. While cyclists and pedestrians share trails, sidewalks are intended for exclusive use by pedestrians including those with assistive mobility devices. For trails guidelines, refer to **Section 7.5.3**.

The third, and less prominent, pedestrian facility within the Town is the Cottage Street. These streets are narrow, with no space to separate transportation modes. Thus, these roadways are considered shared streets, meaning that all forms of transportation (pedestrians, cyclists, and motorists) are expected to use the paved, asphalt portion of the roadway. There is no painted centre line and motorist speed and volumes are low. **Section 6.1** provides further information on the design of Cottage Streets.

Sidewalks are an integral part of municipal infrastructure. They provide vital connections through neighbourhoods and access to key destinations such as shops, schools, and community centres. They have been found to enhance public health and maximize social capital¹⁷. As such, sidewalk design standards should not be overlooked. **Table 7.4** provides the recommended guidelines regarding construction of new sidewalks in Saugeen Shores

Additionally, the *Accessibility for Ontarians with Disabilities Act* (AODA) provides several standards that municipalities are required to adhere to when building new and maintaining old sidewalk infrastructure. **Table 7.5** summarizes these standards¹⁸.

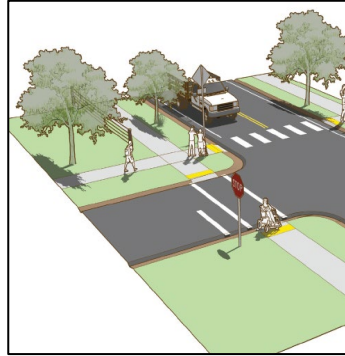
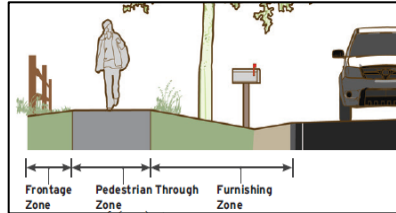
Recommendation #28

Adopt and apply the guidelines specified in Table 7.4 and Table 7.5 for the design and installation of pedestrian facilities.

¹⁷ National Association of City Transportation Officials (NACTO). *Urban Street Design Guide: Sidewalks*. 2013.

¹⁸ Government of Ontario. *Accessibility for Ontarians with Disabilities Act – Policy Guidelines Added for the Design of Public Spaces*. 2014.

TABLE 7.4: PEDESTRIAN FACILITIES

Sidewalks		
Description	▶ A space, usually concrete, within the boulevard that accommodates pedestrians ▶ Sidewalks should not be used by cyclists over the age of 14 nor by cyclists with tires larger than 24 inches (61cm)	  
Application	▶ Recommended on all roadways where pedestrian activity is likely ▶ Not necessary on roads with very low vehicles speeds and traffic volumes (ex. laneways)	
Considerations	▶ Should be physically separated from roadway by an unpaved buffer separation ▶ Should provide wider facilities in more built-up areas and near pedestrian generators where pedestrian volumes are expected to be higher	
Specifications	▶ Facility Width: • Desired – 1.8m • Minimum – 1.5m	

Volume And User Mix	Frontage Zone	Pedestrian Through Zone	Furnishing Zone	Total Width
Constrained Minimum	1 ft (0.3 m)	5 ft (1.2 m)	2 ft (0.6 m)	8 ft (2.4 m)
Recommended Minimum	2 ft (0.6 m)	6 ft (1.5 m)	4 ft (1.2 m)	12 ft (3.6 m)

TABLE 7.4: PEDESTRIAN FACILITIES

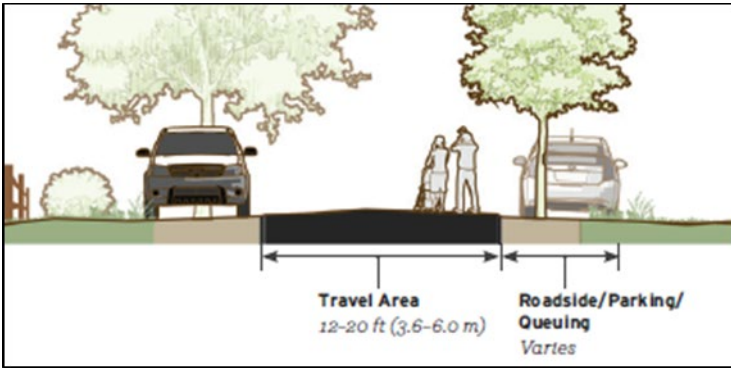
Cottage Streets		
Description	▶ A narrow, two-way roadway that accommodates pedestrians, cyclists, and pedestrians in the same slow speed travel area ▶ No lane markings	
Application	▶ Recommended on narrow residential roadways where most traffic is familiar with prevailing traffic conditions ▶ Recommended on roads with very low vehicle speeds and traffic volumes	 Fredericton, NB
Considerations	▶ Traffic calming measures should be used to ensure low vehicular speeds ▶ Not for through motor vehicle travel	
Specifications	▶ Speed limit – 30 to 40 km/h ▶ Facility Width: • 4.5m – 7.5m	 Source: FHWA Small Town & Rural Multimodal Networks

TABLE 7.5: AODA EXTERIOR PATHS OF TRAVEL REQUIREMENTS

Standard	Requirement	Best Practice
Head Room	2100 mm	2300 mm
Width	1500 mm	1800 mm
Entry Points	850 mm clear opening	
Top of Curb Ramp	1200 mm clear depth at top	
Running Slope	1:20	Running slope is as level as possible
Cross Slope	1:20 for hard surfaces 1:10 for all other surfaces	
Surface	Firm, stable, and slip resistant	Colour and texture contrast used to define primary routes and assist with wayfinding
Surface Openings	Cracks/gaps do not allow passage of objects more than 20 mm in diameter Elongated openings have been oriented perpendicular to direction of travel	Cracks/gaps do not allow passage of objects more than 12 mm in diameter

7.5.2 Pedestrian Crossings

There are three types of pedestrian crossings:

- ▶ Uncontrolled (no traffic controls are provided)
- ▶ Controlled (traffic controls, such as stop or yield signs or signals, are provided)
- ▶ Physically separated (overpass or underpass)

The most prominent crossings in the Town of Saugeen Shores are uncontrolled and controlled crossings. There are currently no physically separated crossings.

Crosswalks must be marked for all types of controlled pedestrian crossing treatments to define and delineate the path for pedestrians and to reduce the potential for conflicts with motorists. Ladder crossings provide an effective contrast to the roadway surface, enhancing visibility of the crosswalk and increasing driver awareness of the crossing. It is recommended that ladder crossings be implemented at controlled crossings wherever feasible.

Table 7.6 summarizes the recommended guidelines for pedestrian crossings with a focus on controlled pedestrian crossings. OTM Book 15 (Pedestrian Crossing Treatments) and OTM Book 12 (Traffic Signals) should be consulted for further details on the appropriate crossing treatment to use at each crossing location.

Recommendation #29

Adopt and apply the guidelines specified in Table 7.6 for the design and installation of pedestrian crossings. Reference Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments) and Ontario Traffic Manual Book 12 (Traffic Signals) for further guidance on selecting the appropriate crossing treatments.

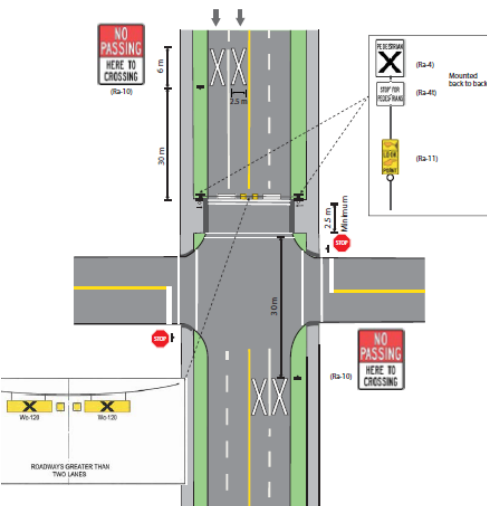
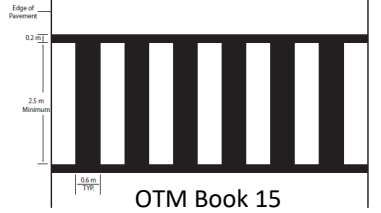
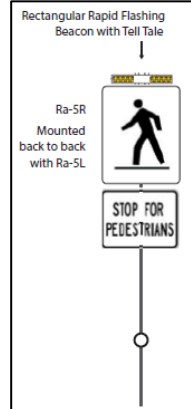
7.5.3 Cycling Facility Design

Two main categories of cycling facilities are recommended for the cycle network – shared and separated. The following summarizes the characteristics of facilities within each category:

- ▶ **Shared Facilities** are facilities where cyclists and motorists are required to share the space and are best used in areas with lower vehicular speeds and volumes. Shared facilities include the following:
 - **Shared Use Lanes** are utilized by all traffic (cyclists and motorists). Technically all roadways are shared routes unless signed otherwise. That said, routes expressly forming part of a cycle network should be signed and marked properly for awareness, consistency, and wayfinding.

Shared use lanes are typically only considered for local and (sub)urban roads where traffic volumes and motor vehicle operating speeds are low. Signs and pavement markings (sharrows) should be installed on these routes to remind drivers and cyclists to share the road.
 - **Paved Shoulders** on roadways with rural cross-sections are also considered shared routes. In addition to serving stopped, disabled and emergency vehicles, the paved shoulder can be used by cyclists.
 - **Bicycle Priority Street (or Bicycle Boulevard)** is another form of shared roadway facility, offering priority for cyclists operating alongside motor vehicle traffic. This type of facility is ideal for low-speed and low-volume traffic conditions, providing convenient and often direct access through neighbourhoods. Infrastructure and signing specific to a bicycle boulevard include sharrows, speed humps, wayfinding signs, chicanes and crossing enhancement tools.

TABLE 7.6: PEDESTRIAN CROSSINGS

Description	▶ A location on the roadway where pedestrians cross with or without the aid of traffic control devices ▶ Types of crossings include uncontrolled, controlled, and physically separated ▶ Types of controlled pedestrian crossings • Traffic signal (full signal, IPS, MPS) • Pedestrian crossover (PXO) • Stop or yield control • Crossing guard	   OTM Book 15 Curb Ramp
Benefits	▶ Increases visibility of pedestrians to motorists ▶ Improves predictability of pedestrians as motorists expect to see pedestrians crossing at marked locations ▶ Improves accessibility and connectivity	 IPS
Considerations	▶ Installation of a PXO depends on traffic (vehicular and pedestrian) volume, crossing distance and pedestrian system connectivity ▶ Type of PXO depends on: • Vehicular volumes • Vehicular travel speeds • Number of vehicular travel lanes • Presence of centre median ▶ PXOs must not be used where the road volume exceeds 35,000 AADT ▶ PXOs should not be installed within 200m of other signal-protected pedestrian crossings	 OTM Book 15

- **Advisory Bike Lanes** are a visually distinct portion of the roadway that offer a prioritized space for cyclists and pedestrians. These lanes are installed on two-way roadways where the right-of-way is limited and does not allow for space for two bike lanes and two vehicle lanes. Rather than reducing the width of the bike lanes on either side of the roadway, the pavement width for vehicles is reduced by providing one vehicular lane in the centre of the roadway for vehicles to share. Typically, this lane is slightly wider than a standard vehicular lane. Unlike a conventional bike lane, it is expected that vehicles will momentarily use the advisory bike lane when a passing situation arises.

Advisory bike lanes are most appropriate on roads with low to moderate volumes and moderate vehicular speeds.

- ▶ **Separated Facilities** are facilities where cyclists are separated from motorist traffic using pavement markings, physical barriers, or medians. Separated facilities include the following:

- **Bike Lanes** are a portion of the roadway separated from motor vehicle traffic by signs, pavement markings and sometimes physical buffers (such as a line of bollards or parked vehicles) reserved for bicycle use. On a two-way roadway, bike lanes are typically provided on both sides of the street, with cyclists travelling in the same direction as vehicular traffic. Additional no stopping signs are provided along the lane to ensure vehicular traffic does not use the lane for parking or drop-off/pick up activities.

Bicycle lanes are typically located on urban Arterial or Collector Road that have higher traffic volumes and operating speeds. The separated facility can be a cost-effective solution to lowering vehicle speeds (through the reduction in lane widths) and increasing comfort and safety for cyclists.

- **Trails** are paved (asphalt or concrete) or unpaved (stone dusted) paths physically separated from motor vehicle traffic by the boulevard (if located within the road allowance) or other properties (if situated outside the right-of-way).

Trails often offer more scenic and indirect routes for recreational cyclists but can also provide a direct commuter link in corridors not served by on-road bicycle facilities. In Saugeen Shores, the Town has a multi-use trail that follows the old railway line that is used for this purpose. The facility is paved in some sections and stone dusted in others. Facilities such as this are intended for use by both pedestrians and cyclists, requiring users to be more attentive to potential conflicts given the speed differential.

It is important that each facility be signed and marked appropriately, consistent with recommended practices in OTM Book 18 (Cycling Facilities), the TAC *Bikeway Traffic Control Guidelines for Canada*¹⁹, and other accepted guidelines. Effective delineation will help clarify the proper use of each facility and minimize potential confusion between motorists and cyclists. **Figure 7.8** summarizes guidelines for use on cycling facilities in Saugeen Shores.

Table 7.7 and **Table 7.8** provide descriptions, applications, and specifications of the various shared and separated facility types, respectively. Sign and pavement marking notations in the tables refer to **Figure 7.8**.

Recommendation #30

Adopt and apply the guidelines specified in Table 7.7 and Table 7.8 for the design and installation of cycling facilities. Reference Ontario Traffic Manual Book 18 (Cycling Facilities) for further guidance on selecting the appropriate facility type.

Recommendation #31

Adopt and apply the signing and pavement marking guidelines specified in Ontario Traffic Manual Book 18 (Cycling Facilities) and the Transportation Association of Canada *Bikeway Traffic Control Guidelines for Canada*, as summarized in Figure 7.8, in the design and installation of cycling facilities.

7.5.4 Cycling Crossings

Cyclists are not legally allowed to ride across an intersection within a crosswalk. A crossride is a part of the roadway intended as a crossing for cyclists that permits them to ride within the crosswalk. This designation is indicated by signs, pavement markings, and a traffic signal if the crossing is signalized.

Crossrides should be installed at crossings where higher cyclist volumes are expected or desired to accommodate cyclists and maintain separation between cyclists and pedestrians. **Table 7.9** provides more detailed descriptions, applications, and specifications of the four types of crossrides based on guidance contained in OTM Book 18 (Cycling Facilities).

Recommendation #32

Implement crossrides to aid cyclists in crossing the road at locations meeting the criteria specified in Ontario Traffic Manual Book 18 (Cycling Facilities).

¹⁹ Transportation Association of Canada. *Bikeway Traffic Control Guidelines for Canada*. February 2012.

Figure 7.8:
Bicycle Facility Signs
and Pavement
Markings

(Source: OTM Book 18)

**S1. Shared Pathway
Sign**



Rb-71
300 x 450

**S2. Pathway Organization
Sign**



Rb-72a
300 x 450



Rb-72b
300 x 450

**S3. Bicycling Route
Marker Sign**



M511
450 x 450

S4. Reserved Bicycle Lane Signs



Rb-84 (Overhead)
600 x 600



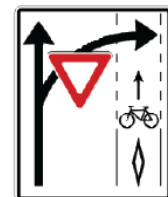
Rb-84A (Ground)
600 x 600



Rb-84t
200 x 600

Rb-85t
200 x 600

**S5. Running Vehicles
Yield to Bicycles Signs**



RB-37 (TAC)
600 x 750

S6. Share the Road Sign



Wc-19
600 x 600



Wc-19t
300 x 600



Wc-24
600 x 600



Wc-24t
300 x 600

S7. Shared Use Lane Single File Sign

**P1. Bicycle Lane
Pavement Markings**

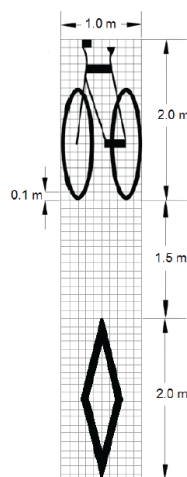


Figure 4.26 (4.59, 4.73)

**P2. "Sharrow" Pavement
Marking**

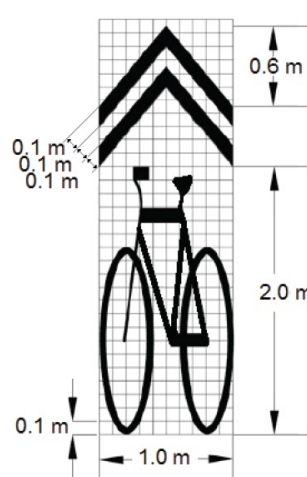


Figure 4.6

**P3. Trail Pavement
Markings (optional)**



Figure 4.98

TABLE 7.7: SHARED CYCLING FACILITIES

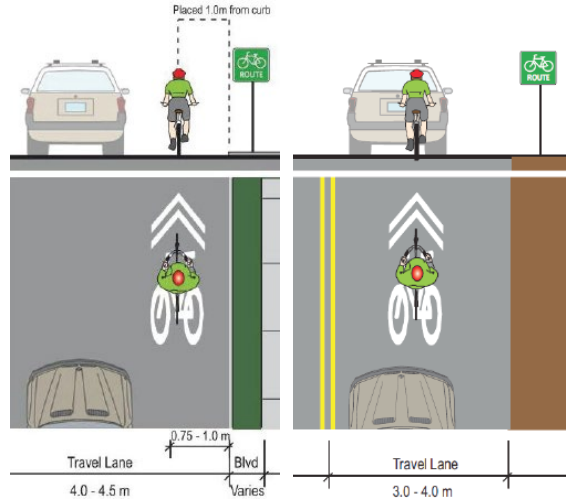
Sharrows		
Description	▶ A roadway shared by motor vehicles and cyclists ▶ Route denoted with shared use lane markings (or “sharrows”) and bicycle route green marker road signs ▶ Sharrows indicate the appropriate travel location for cyclists ▶ Option to include: • Wayfinding signs to guide cyclists • Warning signs to remind motorists to share the road	 Source: OTM Book 18  Source: OTM Book 18
Application	▶ Local rural and (sub)urban roadways ▶ Low traffic volumes and speeds	
Specifications	▶ Lane width: • Desired – 4.5m • Minimum – 3.0m ▶ Signs and markings: S3, S6, S7, P2	 Source: OTM Book 18  Source: City of Barrie

TABLE 7.7: SHARED CYCLING FACILITIES

Paved Shoulders		
Description	▶ A roadway shared by motor vehicles and cyclists ▶ Route denoted with bicycle route green marker road signs ▶ Cyclists travel on the paved shoulder portion of the roadway and should yield to stopped, disabled and emergency vehicles ▶ Option to include: • Painted buffer zone to provide cyclists with greater separation from motorists (strongly recommended with vehicle speeds > 60km/hr) • Bicycle friendly rumble strips between the paved shoulder and vehicle travel lane	Source: OTM Book 18 Source: OTM Book 18
Application	▶ Rural secondary highways, arterial roadways, and collector roadways ▶ Low traffic volumes and speeds ▶ May be used as first step towards dedicated bike lanes	
Specifications	▶ Shoulder width < 4,500 AADT • Desired – 1.5m • Minimum – 1.2m ▶ Shoulder width > 4,500 AADT • Desired and minimum – 2.0m ▶ Signs and markings: S3, S6, S7, P2	

TABLE 7.7: SHARED CYCLING FACILITIES

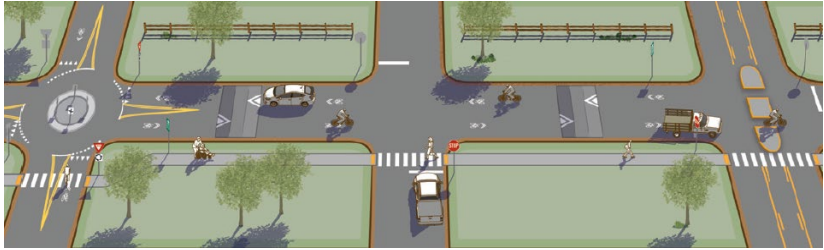
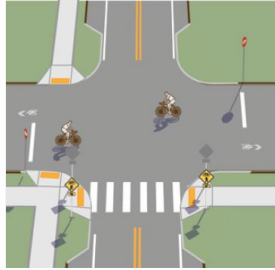
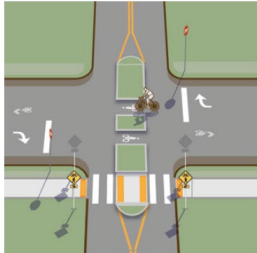
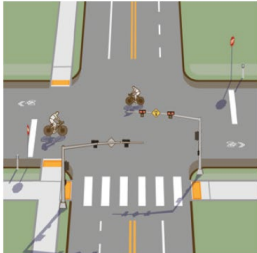
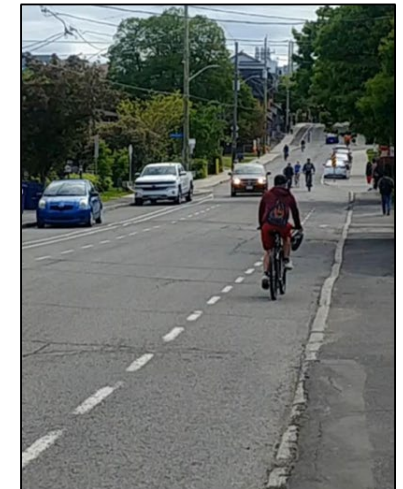
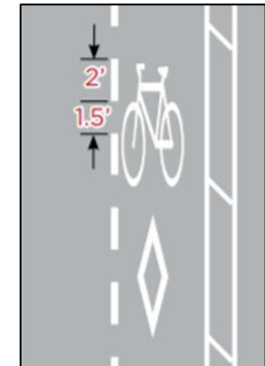
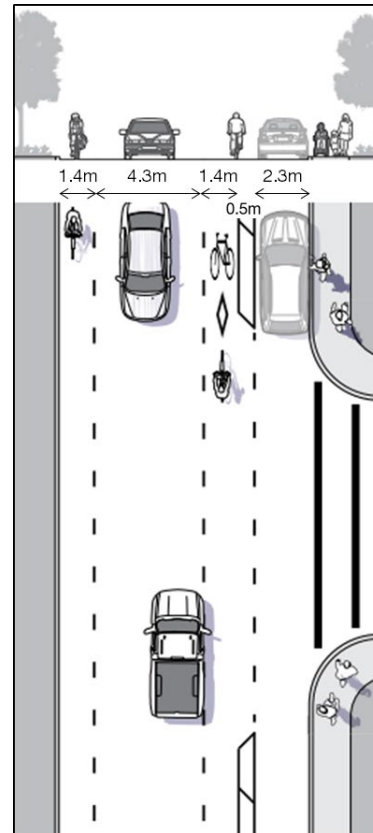
Bicycle Priority Street		
Description	▶ A roadway shared offering priority for cyclists ▶ Route denoted with bicycle shared use lane markings (or “sharrows”) and share the road warning signs ▶ Sharrows indicate the appropriate travel location for cyclists ▶ Centre line is not marked	Standard Bicycle Boulevard  Crossing Treatments      Active Warning Beacons Median Islands Pedestrian Hybrid Beacons Source: FHWA Small Town & Rural Multimodal Networks
Application	▶ Low volume, low speed local roadway near schools and other destinations	
Benefits	▶ Increases comfort for cyclists ▶ Connects residential streets to commercial corridors and community services ▶ Improves conditions for pedestrians (assuming sidewalks are also provided) ▶ Can reduce serious injuries and collisions ▶ Improves quality of life for residents ▶ Less visually impactful than separated facilities	
Considerations	▶ May require additional paved surface to provide sidewalk ▶ Several design treatments available to offer priority for cyclists over cross-street traffic. Type and detail of design will depend on vehicle and pedestrian volumes	

TABLE 7.7: SHARED CYCLING FACILITIES

Advisory Bike Lanes	
Description	▶ A shared roadway offering a prioritized space for cyclists and pedestrians ▶ Route denoted with dashed edge line bike lanes on both sides of the roadway with one, wider centre lane for two-way traffic. Bike lane signs and two-way traffic warning signs are also provided. ▶ Motorists can use bike lanes when another vehicle is approaching from the opposite direction but are required to yield to cyclists
Application	▶ Low volume (< 3k ADT), low speed local roadway ▶ Best used in constrained connections between built-up areas
Benefits	▶ Increases comfort for cyclists ▶ Can reduce serious injuries and collisions ▶ Minimizes impacts to visual or natural resources through efficient use of space ▶ Increases predictability of motorist and cyclist behaviour
Considerations and Specifications	▶ Consider using contrasting paving materials between bike lanes and motorist travel lane ▶ Two-way Centre lane width: 3.0 to 5.5m ▶ Advisory bike lane width: 1.2 to 2.0 m ▶ Suggested signs and markings: M511, Rb-24

Advisory Bike Lanes



Source: Alta Planning & Design, Advisory Bike Lanes in North America

TABLE 7.8: SEPARATED CYCLING FACILITIES

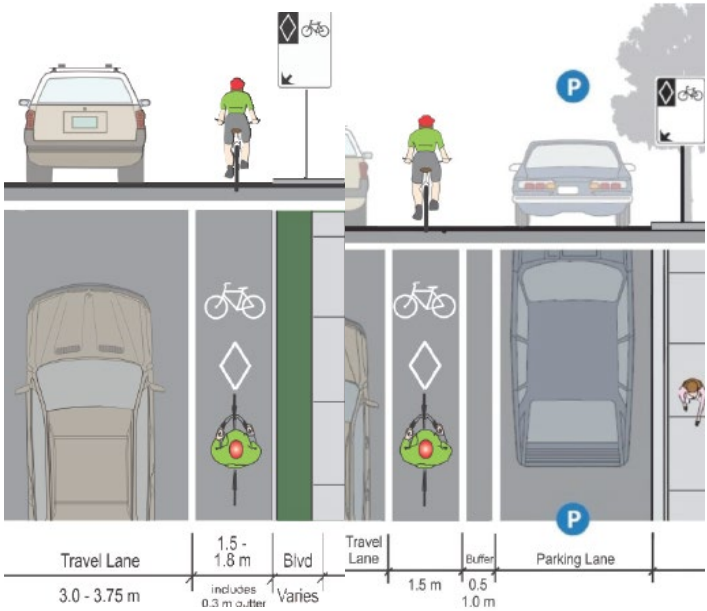
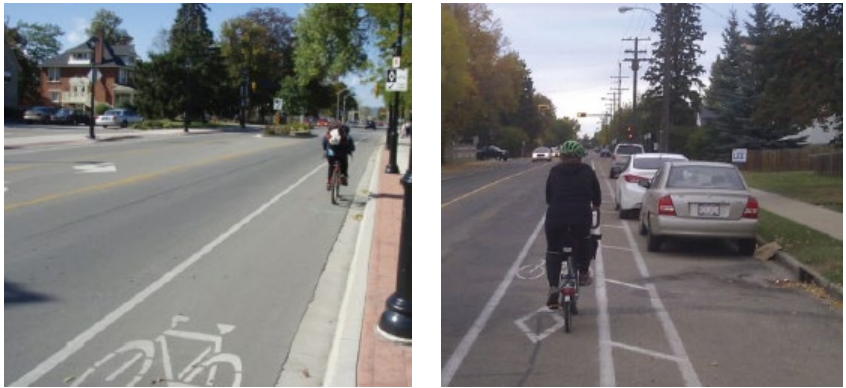
Bike Lanes	
Description ▶ A portion of the roadway that has been separated from motor vehicle traffic by two longitudinal solid white lines and a diamond followed by a bicycle symbol and is for preferential or exclusive use by cyclists ▶ Signed with no stopping signs, bike lane signs and pavement markings ▶ Option to include greater separation/delineation with: • Bollards, planters, or vehicle parking • Painted buffer zone • Bicycle friendly rumble strips between the paved shoulder and vehicle travel lane	 Source: OTM Book 18
Application ▶ Urban arterial and collector roadways ▶ Higher traffic volumes and operating speeds	
Specifications ▶ Lane Width: • Desired – 1.8+m • Minimum – 1.5m ▶ Optional Buffer Width – 0.5 to 1.2m ▶ Signs and Markings: S4, P1	 Source: bikecalgary.org

TABLE 7.8: SEPARATED CYCLING FACILITIES

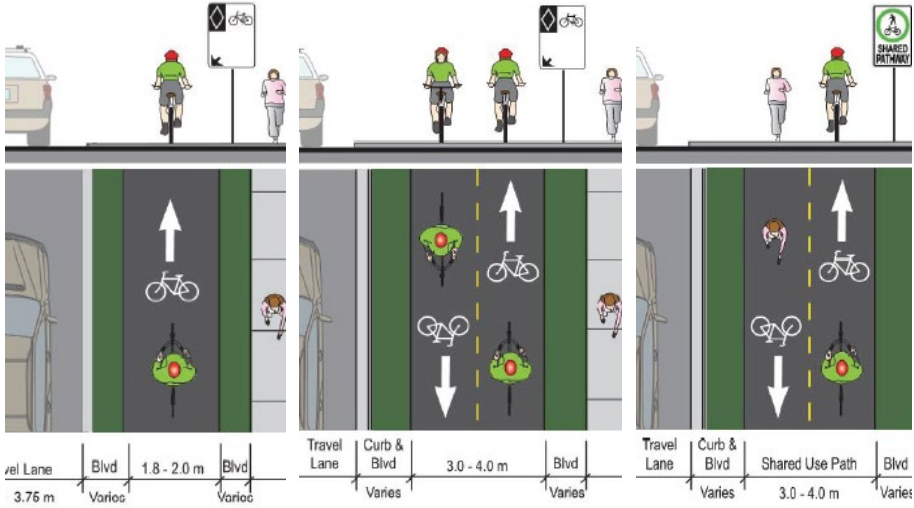
Multi-Use Trails	
Description - Paved or unpaved paths physically separated from motor vehicle traffic by: - The boulevard if located within the road allowance, or - Other properties if situated outside the right-of-way - Trail is not for use by motorized vehicles - Trail may be for exclusive cyclist use or shared with pedestrians and other active travel modes (e.g. skateboards, scooters) - Wayfinding signs typically provided along the trail to guide users - Appropriate for both experienced and inexperienced cyclists	 Source: OTM Book 18
Application - Popular tourist destinations - Parallel to high volume, high speed roadways where a shared facility is not feasible or desirable - Direct commuter route in corridors not served by on-road bicycle facilities	 Source: City of Toronto Source: The Torontoist
Specifications - Facility Width: - Desired – 4.0m - Minimum – 3.0m - Signs and Markings: S1, S2 or S3	

TABLE 7.9: CROSSRIDES

Description	▶ Designated location for riders to travel across a roadway without having to dismount ▶ Four types of crossrides: • Separated – Cyclist and pedestrian crossings separated • Combined – Cyclist crossing locations provided on either side of pedestrian crosswalk • Mixed – Cyclists and pedestrians share same space • Midblock – More direct link between adjacent facilities	
Benefits	▶ Increases convenience for cyclists ▶ Provides more visible and direct connection between cycling facilities that cross higher volume and/or speed roadways ▶ Can reduce serious injuries and collisions	
Considerations	▶ Channelized right-turns should be removed to increase safety ▶ Pathway organization signs or guidance signs and markings on how to navigate the crossride should be provided ▶ Cyclist pushbuttons should be provided in a location that does not require riders to dismount ▶ Option to include bicycle signals ▶ Where a pedestrian signal is not provided, the pedestrian pavement markings should not be applied to avoid confusion regarding right-of-way	Source: OTM Book 18

7.5.5 Accommodating Pedestrians and Cyclists at Roundabouts

While there are only two existing roundabouts within the Town (along Devonshire Road), more will likely be constructed in the future.

OTM Book 15 (Pedestrian Crossing Treatments) provides guidance on pedestrian crossing control at roundabouts. Cyclists uncomfortable riding through a roundabout can walk their bicycles across the intersection with the presence of pedestrian-oriented traffic control devices, which include Level 2 Type B and C Pedestrian Crossovers. These devices are distinctly defined by the prescribed use of regulatory and warning signs (side mounted and/or overhead mounted crossover signs), rapid rectangular flashing beacons, and ladder and “shark’s tooth” pavement markings.

OTM Book 18 (Cycling Facilities) and the TAC *Canadian Roundabout Design Guide* provide guidance on how to integrate bicycle facilities safely and efficiently into roundabouts. According to Section 5.3 of OTM Book 18 (Cycling Facilities):

- ▶ At **single-lane roundabouts**, cyclists are expected to share the roadway with motorists. The bicycle lane should transition to a shared roadway in advance of the roundabout. Share-the-road signs and pavement marking (sharrows) should be provided to remind users of the expected positioning of the cyclist within the roundabout. As an option where cyclists are likely to take the first exit of the roundabout, a bypass may be provided in the form of an in-boulevard shared use path. Cyclist access to and from the bypass facility should be provided by tapered ramps.
- ▶ For **multi-lane roundabouts**, cyclists should be given a choice between sharing the roadway with motorists and transitioning to a shared use pathway. This bypass should be surfaced with asphalt, have a desired width of 4 m (which may be reduced to 3 m under constrained conditions) and have a yellow directional dividing line. Cyclists should yield to pedestrians where their paths cross.

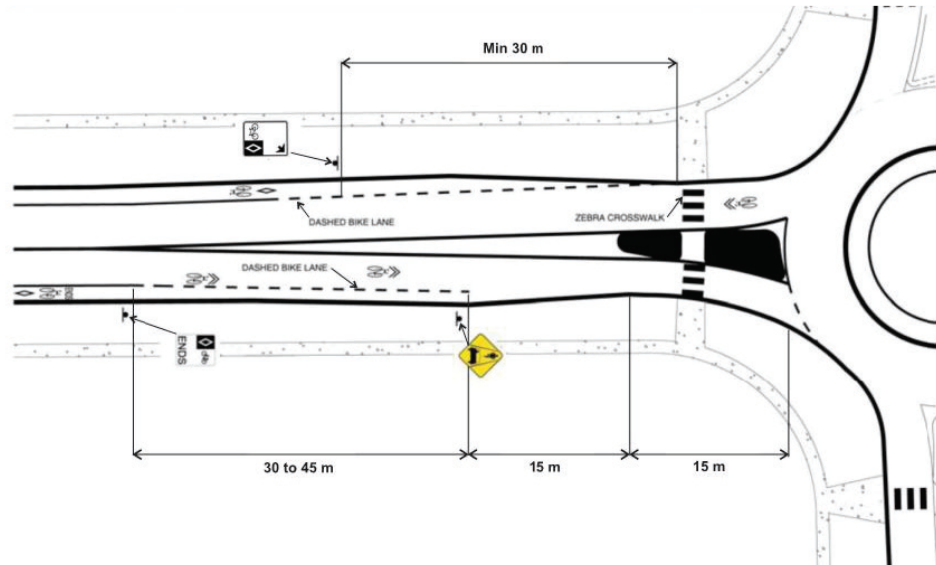
Figure 7.9 illustrates the recommended design of bicycle lanes at roundabouts per OTM Book 18 (Cycling Facilities).

Figure 7.9: Bicycle Lanes at Roundabouts

(Source: OTM Book 18)

Figure 5.9 – Bicycle Lane at a Single Lane Roundabout, No Bicycle Bypass

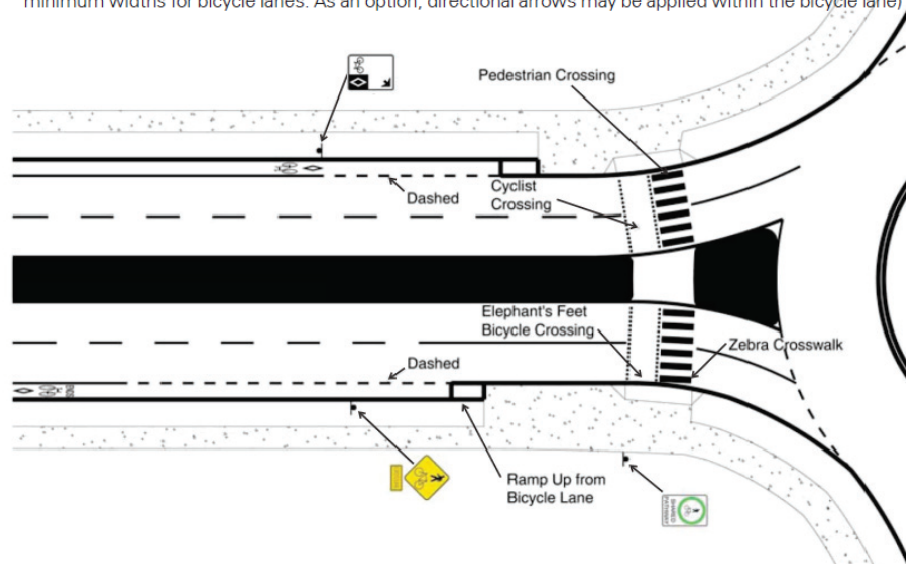
(Signs not directly related to the bicycle facilities have been omitted for clarity. See Table 4.3 for desired and suggested minimum widths for bicycle lanes. As an option, directional arrows may be applied within the bicycle lane)



Source: Based on TAC Bikeway Traffic Control Guidelines for Canada, 2012 (Figure 34, p. 88)

Figure 5.11 – Bicycle Lane at a Multi-lane Roundabout with Bicycle Bypass

(Signs not directly related to the bicycle facilities have been omitted for clarity. See Table 4.3 for desired and suggested minimum widths for bicycle lanes. As an option, directional arrows may be applied within the bicycle lane)



Source: TAC Bikeway Traffic Control Guidelines for Canada, 2012 (Figure 35, p. 89)

7.6 End of Trip Cycling Facilities

Attractive and conveniently located end-of-trip amenities are essential to a successful cycling system. For some users, the availability of facilities and services such as bicycle parking and change rooms can be the determining factor in deciding whether to cycle to work, school, shopping, and other destinations.

7.6.1 Bicycle Parking

Safe, secure, and accessible bicycle parking is the most essential end-of-trip amenity. Potential riders can be deterred from cycling simply because there is nowhere to leave their bicycle upon arrival at their destination.

The Town should specify minimum bicycle parking requirements for new developments. **Table 7.10** provides the proposed bicycle parking standards by land use for Saugeen Shores. The table defines parking rates for both short and long duration parking. Additional guidance for the application and design of both types of bicycle parking is provided below:

Short Duration Parking

Short duration parking facilities offer a secure, public area for visitors and others to park their bicycles. These facilities usually consist of post and ring or larger bike racks positioned near building entrances or public spaces. Overhead protection of the area may be offered with little to no surveillance.

The following criteria should be considered in the design of short duration bicycle parking facilities:

- ▶ Each parking space should be provided on a permanently anchored rack;
- ▶ Aisles between bicycle racks and other pedestrian facilities (i.e. sidewalks, entrances, etc.) should be a minimum of 1.2 m wide; and
- ▶ The parking spaces should be placed in convenient, accessible, and well-lit areas.

TABLE 7.10: PROPOSED BICYCLE PARKING GUIDELINES

Land Use	Long Duration Parking	Short Duration Parking
Commercial		
Commercial (including Retail Store, Sales and Service Repair Shop, Personal Service Shop, Factory Outlet, Merchandise Service Shop, Light Equipment Rental Establishment, Bakery, Printing and Processing Service Shop) Financial Institution	▶ 1 space per 750m ² of gross floor area (GFA)	▶ A minimum of 6 spaces for any building with 1,000m ² or more of GFA
Business Office	▶ 1 space per 500m ² of GFA	▶ A minimum of 6 spaces for any building with 2,000m ² or more of GFA
Institutional		
Museum, Art Gallery, Artisan Operation, Artist Studio and Gallery	▶ 1 space per 500m ² of GFA	▶ A minimum of 6 spaces for any building with 1,500m ² or more of GFA
Community Centre, Sports Arena, Wellness Centre, Fitness Centre, Club	▶ 1 space per 250m ² of GFA	▶ A minimum of 6 spaces at each public entrance
Hospital	▶ 1 space per 1,000m ² of GFA	▶ A minimum of 6 spaces at each public entrance
Place of Worship or Assembly	▶ No requirement	▶ A minimum of 6 spaces at each public entrance
School	▶ Elementary – 1 space per 200m ² of GFA ▶ Secondary – 1 space per 100m ² of GFA	▶ 1 space per 300m ² of GFA
Industrial		
Warehouse (retail or wholesale) Industrial	▶ 1 space per 1,000m ² of GFA	▶ No requirement

Long Duration Parking

Long duration parking facilities are usually located in multiple unit residential buildings, schools, office buildings or transit hubs. These facilities offer a secure area for users to park their bike for longer periods of time (typically all day or overnight). This type of parking is typically located in enclosed rooms, lockers, or covered and fenced areas.

The following criteria should be considered in the design of long duration bicycle parking facilities:

- ▶ Each parking space should have at least 1.9 m vertical clearance and be a minimum of 0.6 m wide and:
 - 1.8 m in length if the bicycles are to be parked horizontally (on two wheels); or
 - 1.0 m in length if the bicycles are to be placed vertically (resting on one wheel);
 - Aisles between parked bicycles should be a minimum of 1.5 m wide;
 - Bicycle racks/storage lockers should be securely anchored and allow the bicycle frame to be locked;
 - The parking spaces should be securely enclosed by solid opaque walls or a compound enclosed by a metal fence to maximize security;
 - The parking spaces should be located at building grade or within one storey of building grade in an area that provides convenient access to main entrances or well used areas (i.e. no more than 50 m from an elevator or building entrance); and
 - For accessibility purposes, a minimum of 50% of the parking spaces should allow for bicycles to be parked horizontally.

Access to Parking

Safe and convenient access to and from bicycle parking is imperative to maximizing its utility and use. Effective parking design should consider:

- ▶ **Location** – Bicycle parking should be located within 30 m of the end-of-trip destination or amenity. The location should also provide convenient and safe access to and from nearby bicycle routes and primary entry points.
- ▶ **Point of Access** – The safest and most direct route for users to access bicycle parking should be delineated and signed where necessary. Access to facilities may be via parking lots, loading bays, building entries, internal elevators or other access points depending on the nature of the site.

- ▶ **Route Design** – Access routes to bicycle parking should be designed to:
 - Provide adequate overhead clearance (cyclists can be taller than pedestrians and motor vehicles);
 - Avoid steep ramps, speed humps, catchbasins, and other hazards to cyclists;
 - Provide appropriate levels of surveillance and lighting;
 - Avoid interference with emergency access, loading bays, and other infrastructure; and
 - Avoid hazards and impedance to pedestrians.

Recommendation #33

Adopt and apply guidelines, or standards through the Zoning By-law, for the provision of bicycle parking consistent with Table 7.10.

Recommendation #34

Adopt and apply the guidelines specified in Section 7.6.1 in the design of bicycle parking.

7.6.2 Other Amenities

Providing change rooms, showers, and other end-of-trip amenities in addition to bicycle parking can further encourage people to cycle (longer distances) to work, school and other destinations. These facilities also benefit people other than cyclists. Potential end-of-trip amenities to consider include:

- ▶ Change rooms and lockers;
- ▶ Showers and washrooms;
- ▶ Courtesy items such as hairdryers, irons and ironing boards, washing machines and dryers, towel service, clothing hooks, fans, and electrical outlets;
- ▶ Repair equipment and supplies such as pumps, plyers, wrenches, oil, and puncture repair kits. Often this will take the form of a bicycle repair (or “fix-it”) station as shown to the right; and
- ▶ Delivery service.



Table 7.11 summarizes the types of amenities proposed for different locations.

TABLE 7.11: OTHER PROPOSED END-OF-TRIP AMENITIES

Amenity	Location		
	Workplace	School	Commercial ¹
Change Rooms	●		
Lockers	●	●	
Showers	●		
Washrooms	●		●
Courtesy Items	●		
Repair Equipment	●		●
Delivery Service			●

1. Includes retail stores and shops, shopping centres, business centres, customer service centres, etc.

The selection and design of other end-of-trip amenities should consider:

- ▶ **Location** – Amenities should be located close to bicycle parking and/or primary building entrances.
- ▶ **Segregation** – Separate, individual change rooms, lockers, showers and/or washrooms for males and females are preferred, although unisex design allows for greater accessibility and flexibility.
- ▶ **Safety and Security** – Well-designed facilities have non-slip surfaces, hooks and/or benches to keep belongings off the floor, adequate lighting and ventilation and regularly cleaned and maintained. Facilities that can be locked and/or are access controlled are preferred.

Change Rooms and Showers

Table 7.12 summarizes the proposed number of showers to provide with new and retrofit developments, should the property owner/developer wish to include these end-of-trip amenities on site. If it is not possible to provide change rooms and showers on-site, access to facilities within an adjoining building or a nearby gym should be pursued.

TABLE 7.12: PROPOSED NUMBER OF SHOWERS

Total Staff	Number of Showers
0-19	One
20-49	Two, 1 male and 1 female in separate change rooms
50-149	Four, 2 male and 2 female in separate change rooms
150-299	Six, 3 male and 3 female in separate change rooms
300-500	Eight, 4 male and 4 female in separate change rooms
>500	Additional showers at a rate of 1 female and 1 male shower for every 250 staff

Recommendation #35

Adopt and apply guidelines, or standards through the Zoning By-law, for the provision of specified end-of-trip amenities to be implemented primarily through development applications.

Recommendation #36

Adopt and apply the guidelines specified in Section 7.6.2 in the design and layout of specified end-of-trip amenities.

7.7 Community Outreach

The Town strives to obtain a greater number of improvements to the network and supporting policies and programs. In Fall 2018, the Town of Saugeen Shores was designated a Bronze Bicycle Friendly Community (BFC) by Share the Road Cycling Coalition for making their community a safer and more accessible place to cycle. Share the Road Cycling Coalition has developed a standard to assess a community's bicycle friendliness that involves five categories, or the 5 E's.

The following sections describe each "E" and list the actions outlined in the Town's Bicycle Friendly Community Summary Report and Recommendations by Share the Road as well as the follow-up report from the Town's 2018 Bicycle Friendly Community application. The actions aim to further encourage cycling within Saugeen Shores and outline priorities to achieve a higher Bicycle Friendly Community designation. While focussed on cycling, many of the actions apply similarly to walking.

Engineering

Providing the hard infrastructure to physically support cycling (and walking) is an essential starting point. Ensuring that the infrastructure is intuitive and comfortable will foster a cycling (and walking) community for all ages and abilities. Share the Road identified the following actions to improve the community's infrastructure:

- ▶ Provide wayfinding signs to popular destinations;
- ▶ Prioritize key cycling routes for winter maintenance;

- ▶ Expand availability of bike parking; and
- ▶ Improve safety and visibility of pedestrian/bicycle crossings.

Many of these actions are addressed through the recommendations earlier in this chapter and through initiatives outlined in **Chapter 9**.

Education

An education program could help new cyclists (and pedestrians) gain confidence and provide motorists a better understanding of how to interact with them on the road. Education on proper use of cycling (and pedestrian) facilities for all roadway users should be included in the program. Share the Road identified the following actions to improve the community's cycling (and walking) education:

- ▶ Initiate an Active and Safe Routes to School program; and
- ▶ Expand education programs and campaigns in partnership with local groups and organizations.

Encouragement

Encouragement efforts can help to shift attitudes of cyclists, motorists, and the public to produce a safer and more sustainable community for all. The focus should be creating a culture that celebrates cycling (and walking), inspiring and motivating people of all ages to cycle (and walk) more. Share the Road identified the following actions to encourage cycling (and walking) within the community:

- ▶ Develop marketing campaign and promotion materials;
- ▶ Create an active transportation page on the Town's website (visit at <https://www.saugeenshores.ca/en/living-in-our-community/active-transportation.aspx> and <https://www.saugeenshores.ca/en/explore-and-play/cycling.aspx>);
- ▶ Investigate a small-scale bike share system; and
- ▶ Form an Active Transportation Committee.

Enforcement

Regular enforcement helps to encourage and promote safe cycling (and walking). Local enforcement officers (bylaw and police) play an important role, not only ensuring compliance with applicable regulations and bylaws, but also serving as role models and ambassadors for safe cycling (and walking). Share the Road identified the following enforcement actions to improve cycling (and walking) within the community:

- ▶ Encourage local police to introduce a Road Watch program; and
- ▶ Consider targeted enforcement/educational campaigns.

Evaluation

Collecting cycling (and pedestrian) data is key to understanding how the community is evolving in its use of active travel modes. New programs can be implemented, or old programs can be adjusted, to ensure the continued growth of the community toward a BFC. Share the Road identified the following evaluations to monitor the state of cycling (and walking) within the community:

- ▶ Prepare “State of Cycling” Reports; and
- ▶ Install permanent bike counters at key locations.

Recommendation #37

Develop a robust Active Transportation Outreach Strategy comprising the elements detailed in Section 7.7.

8 Transit and Future Mobility

8.1 Public Transportation

The Town's transportation vision described in **Section 5.4** is supported by a series of goals, one being the provision of **Travel Options**:

A transportation system that offers universally accessible and affordable multimodal choices for travel and goods movement to maximize capacity and promote transit, cycling and walking

Consistent with the Town's Official Plan, the vision contemplates a future transportation system in Saugeen Shores featuring some form of "transit". The need for this type of service was conveyed repeatedly through the Community Engagement Program, particularly by individuals without access to a vehicle. The online survey conducted in July 2019 corroborated this view, with most respondents identifying public transportation as "important" to residents, and several indicating a need for year-round service. Seniors, individuals with disabilities, and service industry employees expressed the greatest desire for transit of those offering feedback through the engagement.

Providing efficient and effective transit service is key to offering individuals mobility choices and serving a broader segment of the community, especially people who are unable to drive or do not have access to an automobile because of age, income and/or physical disability. Universal access to reliable public transportation is also needed to create the types of compact and complete communities envisioned by provincial policy and municipal land use plans. The demand for and reliance on these services continues to expand as Saugeen Shores grows and its population ages, placing additional pressure on existing systems to meet needs.

Taxi service is the only public transportation option currently available to most residents of the Town. Individuals most in need of the service on a regular basis tended to perceive the current offering costly. Community feedback received also indicated most respondents were interested in an improved transit connection between Port Elgin and Southampton. Others wanted service to the more rural areas of the Town.

With the TMP goal of offering a broader range of travel options and growing community interest in transit, the Town should more fully explore the future role of public transportation in Saugeen Shores. **Table 8.1** provides a high-level overview of potential approaches to serve the Town. **Section 8.2** offers further insight into the shared mobility options.

TABLE 8.1: POTENTIAL PUBLIC TRANSPORTATION APPROACHES

Approach	Description	Pros	Cons
Fixed Route Transit	Vehicles operate on scheduled fixed routes. The Town or an operator under contract to the Town would typically operate the service.	▶ Regular, dependable service in catchment areas ▶ Moderate, standard fares	▶ Likely high capital and operating costs to Town ▶ Service limited to catchment areas and operating hours
On Demand Transit	Vehicles alter their routes based on demand rather than using a fixed route or timetable. The Town or an operator under contract to the Town would typically operate the service. The Town could also extend the existing accessible transit service (SMART).	▶ Large service area ▶ Door to door service ▶ If new service, would not impact existing structure of SMART ▶ If extension of SMART, ride booking system in place and potential economies of scale that could benefit all users with higher service levels	▶ Moderate capital and operating costs to Town ▶ Likely higher fares ▶ Advanced ride booking required ▶ If new service, potential confusion over different services and additional costs ▶ If extension of SMART, additional demand could impact access for qualified individuals
Ridesharing	Sharing of rides between drivers and passengers with similar origin-destination pairings typically through online app. The Town could partner with a transportation network company (TNC) like Uber or Lyft to deliver the service.	▶ Reliable, affordable, on-demand service ▶ Moderate fares (can include flat fares to popular destinations and/or discounts for rides to/from Town) ▶ Service could be available 24/7 ▶ Door to door service ▶ Low to moderate capital and operating costs to Town	▶ Rideshare drivers required ▶ Unknown uptake rates and demand ▶ Less benefit to summer tourists
Shuttles	Shared vehicles that connect passengers from a common origin or destination to key locations like employment centres. The Town could partner with a major employer like Bruce Power to operate a shuttle between the plant and Saugeen Shores that could also serve local trips in Port Elgin and Southampton.	▶ Moderate fare costs to users ▶ Low to moderate capital and operating costs to Town ▶ Cost-sharing with Bruce Power	▶ Service limited to catchment areas and operating hours ▶ Frequency of service likely dependent on Bruce Power schedules

Given the different applicability, viability, and implications posed by each option, a separate study is recommended to examine the financial, logistical, and governance considerations of introducing a public transportation service before recommending a course of action. Consistent with Town's Official Plan policy (Subsection 1.2.8.2 f), the investigation should "consider options for transit delivery in the Settlement Area, including non-traditional forms of transit delivery." The implications of extending service to the rural areas should also be explored based on input received through the TMP study.

Recommendation #38

Develop a public transportation strategy for the Town quantifying potential demand and use now and into the future, assessing alternative service options, identifying costs and funding opportunities, and highlighting implementation considerations including timelines.

Access to reliable transportation services can specifically pose a challenge for residents of Saugeen Shores with a physical disability. If they are unable to arrange their own private trip, these individuals must rely on transportation provided by a health or social service agency, taxis or most likely, the Saugeen Mobility and Regional Transit specialized transit service. The number of people in Saugeen Shores dependent on this service is rising due to the Town's growing and aging population. Increased demand will only place additional pressure on the existing service.

Recommendation #39

(Continue to) support and advocate for the expansion of the existing specialized transit service for persons with a disability through Saugeen Mobility and Regional Transit specialized services.

8.2 Shared Mobility

Technological, socio-demographic, and behavioural changes are impacting travel behaviour and mode choice across Canada and around the world²⁰. Interest in new modes of transportation, such as bikesharing, carsharing, and ridesourcing, has grown tremendously in recent years as society seeks more sustainable alternatives to the private automobile. This evolution in mobility can be traced to the emergence of the sharing economy. Defined as a peer-to-peer (P2P) based activity of acquiring, providing, or sharing access to goods and services, the modern sharing economy is typically facilitated by a community-based online digital platform²¹. The rapid advancement of technology over this period, particularly in smartphones and mobile applications, has contributed to this evolution, with real-time information about where, when, and how to access or connect between different modes now readily available.

Through the sharing economy rose mobility on demand (MOD) and mobility as a service (MaaS). MOD is often referred to as how people or goods move from point A to point B, and which mode(s) are selected based on time, cost,

²⁰ National Academies of Sciences, Engineering, and Medicine. *Foreseeing the Impact of Transformational Technologies on Land Use and Transportation*. 2019.

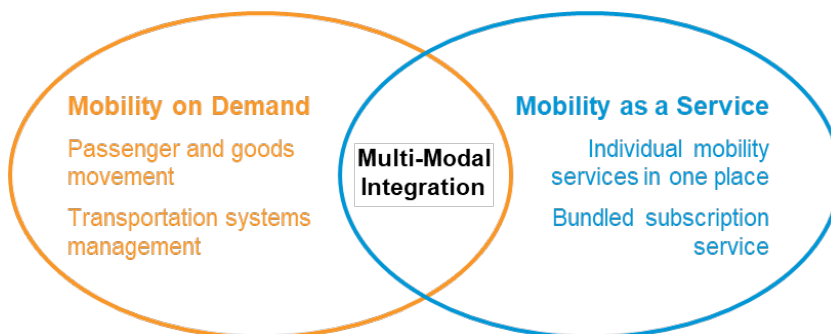
²¹ Accessed via <https://www.investopedia.com/terms/s/sharing-economy.asp>

and convenience. It emphasizes the commodification of passenger mobility, goods delivery, and transportation systems management. The term MaaS is typically used when discussing the software applications people use to make travel decisions and data used to study that travel. It primarily emphasizes passenger mobility allowing travelers to seamlessly plan, book, and pay for a multimodal trip on a pay-as-you-go and/or subscription basis. The concepts are similar because they both involve integration of transportation modes through fares, a digital interface, and the physical mobility options^{22, 23}.

Figure 8.1 compares the concepts, illustrating the relationship between MOD and MaaS.

Figure 8.1:
Relating Mobility on Demand and Mobility as a Service

(Source: ITE Journal, Susan Shaheen and Adam Cohen, 2020)



New technologies and ideas in shared mobility continue to grow. In the broad sense, most forms can be categorized as either a transportation network company (TNC) or mobility service provider (MSP). Both rely on a smartphone application to connect individual users with a travel mode.

Figure 8.2 illustrates examples of share mobility options.

Figure 8.2:
Examples of Shared Mobility



The most prominent forms of shared mobility currently (and those with potential applicability in Saugeen Shores) include:

- ▶ **Carsharing** offers members access to vehicles by joining an organization that provides and maintains a fleet of cars and/or light trucks. Two main models exist:

²² Abel, Sarah. *Mobility and the Public Right of Way*. June 2019.

²³ Shaheen, Susan and Adam Cohen. *Similarities and Differences of Mobility on Demand (MOD) and Mobility as a Service (MaaS)*. June 2020.

- *Fleet operations*, where a company supplies and maintains a fleet of vehicles in pre-positioned locations (i.e. pick-up and drop-off at same location) or “floating” within a defined boundary (i.e. pick-up and drop-off at different locations). Current examples include Enterprise, Zipcar and Communauto; and
- *Peer-to-peer operations*, where individuals share their personal vehicles directly with other carshare subscribers. Turo is a current example.

Carsharing services alleviate the need for users to privately own a vehicle, offering mobility options for individuals without automobiles. The prevalence of privately-owned vehicles, abundant parking, and smaller pools of potential members can present challenges to their viability in smaller communities like Saugeen Shores though.

- ▶ **Bikesharing** provides users with on-demand access to bicycles at a variety of pick-up and drop-off locations. Two main models exist:
 - *Docked systems*, where bicycles are rented from an automated station (locked “docking stations” or “docks”) and returned to a station belonging to the same system. Bike Share Toronto and BIXI Montreal are current examples; and
 - *Dockless system*, where self-locking and free-floating bicycles are rented and returned anywhere within a specified zone. Although not prevalent in Canada, current examples include Lime, Jump and Bird.

With its compact urban form and grid street network plus the volume of visitor and tourist traffic along the waterfront and within downtown, Port Elgin and Southampton tend to experience more short distance trips, which lends favourably to bikesharing.

- ▶ **Scooter Sharing** allows individuals access to scooters by joining an organization that maintains a fleet of scooters at various locations. Scooter sharing models can include motorized and non-motorized types and are typically “dockless”, like some bikesharing services. Although not prevalent in Canada, current examples include Lime, Jump and Bird.

On January 1, 2020, the province launched a pilot program to permit electric kick-style scooters (e-scooters) on Ontario roads. Like bikesharing, the tendency for short distance trips in Port Elgin and Southampton may be conducive to scooter sharing.

- ▶ **Ridesharing** (also known as carpooling and vanpooling) is defined as the formal or informal sharing of rides between drivers and passengers with similar origin-destination pairings. **Ridesourcing** services, like Poparide, are prearranged and on-demand transportation services for compensation in which drivers and passengers connect via digital applications. These forms of shared mobility differ from **ridehailing** services offered by TNCs like Uber

and Lyft, which feature one paid driver and one paying passenger more akin to traditional taxi services.

As noted in **Table 8.1**, there may be a role for ridesharing and ridesourcing services to serve local travel demand, including longer distance, intermunicipal trips.

- ▶ **Shuttles** are shared vehicles (typically vans or buses) that connect passengers from a common origin or destination to public transit, retail, hospitality, or employment centers. Shuttles are typically operated by professional drivers, and many provide complimentary services to the passengers. Two common models exist:
 - *Circulating shuttles*, which carry passengers for short trips along a fixed route to/from specific destinations and designated locations such as transit stops, offices, stopping, and community facilities; and
 - *Demand-responsive shuttles*, which transport passengers, often door to door, in vehicles that alter their routes based on demand rather than following a fixed timetable.

Like ridesharing and ridesourcing, shuttles could play a role in serving trips in Saugeen Shores, as noted in **Table 8.1**.

While more common in urban areas, shared mobility services can be successful in addressing the transportation challenges of smaller communities like Saugeen Shores. These services can form the basis of or complement a “transit” system in the Town, offering an alternative to single-occupant vehicle travel and an option for individuals without an automobile.

Municipalities typically use by-laws, policies, and guidelines to influence the availability, viability, and delivery of shared mobility services. The most common matters addressed include the allocation of public rights-of-ways (e.g., parking, curb space), development and zoning regulations, insurance, and for-hire vehicle regulations (e.g., licensing), and taxation and fees.

Before deciding on the type of service(s) to pursue and/or permit, a shared mobility strategy should be developed for the community. The strategy should identify the specific transportation needs to be addressed and articulate a case for the service(s) that best suits requirements. Tools such as surveys, pilot projects, and incentives could be used as part of the strategy to gauge local interest. The study should engage a cross-section of local stakeholders and potential partners to fully understand potential consequences, ensure broad support for the initiative, and ultimately facilitate implementation if feasible.

The shared mobility strategy should consider the merit of introducing/piloting an “EcoMobility” hub(s) in the Town, possibly near the waterfront or in downtown Port Elgin. These hubs serve as one-stop service points for multimodal systems and typically feature a range of shared mobility services including bike share, ride share and car share facilities. **Figure 8.3** illustrates the concept.

Figure 8.3:
EcoMobility Hub
Concept

(Source: Multi Mobility,
Sophia von Berg, 2014)



Recommendation #40

Develop a shared mobility strategy for the Town in collaboration with local stakeholders and potential partners.

Recommendation #41

Facilitate and promote shared mobility within the Town through the introduction or modification of by-laws, policies, and guidelines pertaining to the allocation of public rights-of-ways, development and zoning regulations, insurance and for-hire vehicle regulations, and taxation and fees.

8.3 Automated, Connected, and Electric Vehicles

Over the past decade, the automotive industry has experienced considerable change due to innovation and rapidly evolving technology, some of which impacts local governments. Potentially transformative automobile technologies likely to have significant effects on municipal land use and transportation in the coming 10 to 30 years include:

- ▶ **Automated Vehicles (AVs)**, which have at least some aspect of a safety-critical control function (e.g., steering, throttle, or braking) occur without direct driver input. There are six levels of vehicle automation, starting from Level 0: No Automation to Level 5: Full Automation (or Autonomous), as defined by the Society of Automated Engineers (SAE) International;
- ▶ **Connected Vehicles (CVs)**, which rely on different wireless communication technologies to communicate with the driver, other cars on the road (vehicle-to-vehicle [V2V]), roadway infrastructure (vehicle-to-infrastructure [V2I]), and the “Cloud” [V2C], and
- ▶ **Electric Vehicles (EVs)**, which use one or more electric or traction motors for propulsion. An EV may be powered through a collector system by electricity from off-vehicle sources, or may be self-contained with a battery, solar panels, or an electric generator to convert fuel to electricity.

Automated, connected, and electric (ACE) vehicles, as illustrated in **Figure 8.4**, offer promise to improve transportation system safety and efficiency in both rural and urban communities. From a positive perspective, they have the potential to: reduce collisions, traffic congestion and emissions; improve mobility and equity, particularly for youth, seniors, and individuals with disabilities; and lessen the need for roadway expansion and on-site parking. At the same time, if not deployed and managed properly, these technologies could lead to more traffic, inequitable access to mobility, and adverse environmental impacts.

The future of ACE vehicles, especially AVs and CVs (collectively referred to as CAVs), could be highly disruptive, for better or worse. Gaining a better understanding of the likely outcome is complex and difficult to fully grasp at this time given:

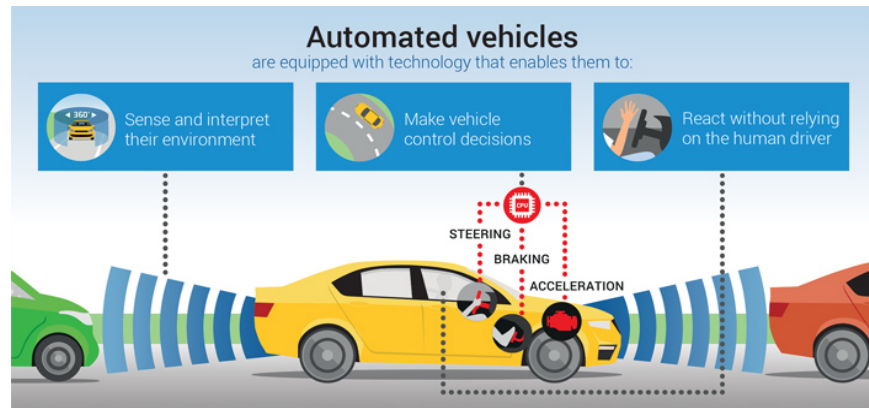
- ▶ CAVs may have a broad range of economic and social impacts, many of which extend beyond transportation and are unknown or dependent on further information;
- ▶ The potential effects of widespread CAV use are both positive and negative;
- ▶ Timelines for the arrival of CAVs are uncertain; and
- ▶ The impacts of accommodating CAVs on transportation infrastructure are not well understood, especially implications for design and standards.

Capitalizing on opportunities and effectively addressing risks will require governments to prepare carefully. The *Automated and Connected Vehicles Policy Framework for Canada*²⁴ sets out the following six guiding principles for initiatives and policies related to the introduction of CAVs on public roads:

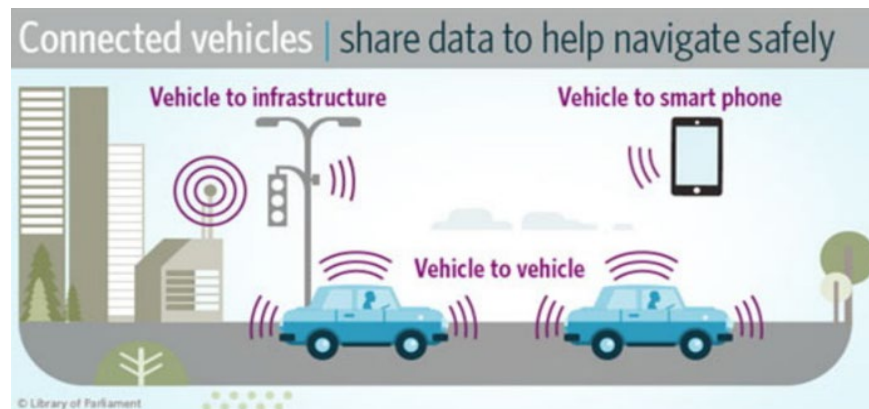
- ▶ *Prioritize safety* – While there is pressure to adapt quickly to emerging technologies, safety is a top priority for testing and deploying these vehicles;
- ▶ *Exchange information to ensure CAVs are safe and secure* – Data needs to be shared with governments and law enforcement while protecting privacy;
- ▶ *Align CAV policies and regulations* – A common, coordinated approach within Canada (and outside the county) is essential;
- ▶ *Raise public awareness of the capabilities and limitations of CAVs* – Governments, as well as industry, will play an important role in education and outreach;

²⁴ Council of Ministers of Transportation and Highway Safety, Policy and Planning Support Committee (PPSC) Working Group on Automated and Connected Vehicles. *Automated and Connected Vehicles Policy Framework for Canada*. 21 January 2019.

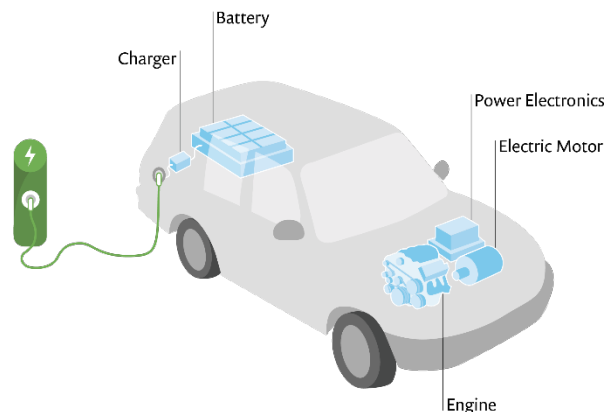
Figure 8.4:
Automated,
Connected, and
Electric (ACE)
Vehicles



(Source: <https://www.autonomousvehicleinternational.com/news/business/eu-auto-makers-publish-automated-driving-checklist.html#prettyPhoto/0/>)



(Source: <https://startupheretoronto.com/partners/mentor-works/connected-vehicles-innovative-technology-driving-market/>)



(Source: https://www.kindpng.com/downpng/hhomibb_transparent-electric-car-png-city-car-png-download/)

- ▶ *Prepare proactively for the deployment of CAVs on public roads* – All levels of government must ready themselves for the potential safety, mobility, and land use planning implications of these technologies; and
- ▶ *Collaborate continually with those involved in the CAV sector* – A culture of cooperation and collaboration will be essential to successful implementation.

Consistent with these principles, the roles and responsibilities for municipalities in the introduction of ACE vehicles can include²⁵:

- ▶ Enacting and enforcing traffic and parking bylaws;
- ▶ Facilitating trials and deployment on municipal roads (In 2016, the province launched a ten-year pilot program allowing the testing of AVs on Ontario roads);
- ▶ Adapting and implementing infrastructure to support deployment;
- ▶ Implementing curb management strategies to organize operation and designate areas for vehicle dwelling;
- ▶ Implementing or modifying policies pertaining to the supply and management of on-street, municipal lot, and private, off-street parking;
- ▶ Developing strategies to repurpose infrastructure and land no longer required for parking;
- ▶ Managing and regulating passenger transportation impacted by deployment (including public transit, taxis, and shared mobility services);
- ▶ Creating and managing new logistics, regulations, and revenue structures for traffic and parking control;
- ▶ Engaging, educating, and raising awareness with the public; and
- ▶ Establishing funding streams for related initiatives.

The installation of EV charging stations in municipal parking lots and on-street is another action being taken by municipalities to support ACE vehicle use (**Figure 8.5** shows an on-street station). By helping to make electric vehicles more convenient, municipalities hope to encourage greater use of this environmentally friendly alternative to lower their overall carbon footprint. In some communities, municipalities are partnering with private companies (such as Tesla) to implement the stations. At present, Saugeen Shores has EV charging stations in Port Elgin at 612 Emma Street, in Southampton at 201 High Street, and at the Municipal Office for Town fleet vehicles.

²⁵ Ministry of Transportation Ontario. *CAV Readiness Plan, Final Report*. March 2020.

Figure 8.5:
On-Street EV
Charging Station in
Southampton



Recommendation #42

Develop an action plan identifying the tasks required to prepare the Town for the introduction of automated, connected, and electric vehicles, which include changes to by-laws, policies, and guidelines pertaining to testing, infrastructure design, parking, curb management, traffic control, vehicles, and other items.

Recommendation #43

Pursuant to the action plan, permit the testing and deployment of automated and connected vehicles on Town roads.

Recommendation #44

As part of the action plan, develop and implement an electric vehicle charging station program. Explore potential partnership opportunities with Bruce Power to develop the network.

Recommendation #45

As part of the action plan, develop an automated, connected, and electric vehicle public education program.

9 Implementation

9.1 Process and Tools

The TMP provides both long-term direction for the development of the Town's transportation system and an immediate action plan, including several recommendations the Town can implement through its ongoing capital plan. Successful implementation will ultimately require that concurrent efforts by the Town be undertaken including supportive land uses, managing transportation demand, and constructing the transportation infrastructure identified in the plan.

The TMP is the overarching strategic document that provides a framework for how Saugeen Shores will address its transportation needs to the year 2031. It describes, anticipates, and plans for the efficient and safe movement of people and goods in a multi-modal, accessible transportation system.

The primary purpose of the TMP is to guide the Town's transportation-related decision making and provide direction for its discussions and negotiations with other agencies and governments.

In addition, the TMP is not just a plan of infrastructure actions. It provides the policy framework on which to make operational decisions for the Town.

9.1.1 Future Environmental Assessment Requirements

The TMP will be relied upon in completing the MCEA studies for future projects identified herein. In some cases, the plan will satisfy Phases 1 (identify the problem) and 2 (identify alternative solutions to the problem) of the five-phase MCEA planning and design process.

Functional plans will be completed for each project to assess costs and impacts in greater detail. It is assumed that these more detailed studies will not result in a complete rethink of the underlying basis for the project, but rather the implementation and adaptation of the initiatives identified herein.

It may be desirable to alleviate adverse environmental consequences of a proposed project by relocating the facility, altering the design, or choosing not to proceed with its implementation. However, in many instances the infrastructure already exists or the options for new or improved alignments are limited. In these situations, mitigation measures are needed to minimize the negative impact of the transportation facility or service. The location, alignment, design, and mitigation measures for projects recommended in the TMP will be identified as part of future MCEA studies.

9.1.2 Official Plan Amendments

The TMP is not a provincially legislated document, and therefore has no statutory authority. That authority is provided through the Town's Official Plan

by incorporating the main policy directions of the TMP. The primary purpose of the TMP is to guide the Town's transportation-related decision making.

The TMP also provides the public with clear identification of the role and function of streets within the Town, how these streets are intended to operate and how they relate to and impact on the land uses that they serve.

The updated road classification system developed as part of the TMP should be incorporated into the Official Plan. In addition, the TMP is not just a plan of infrastructure actions. It also provides the policy frameworks on which to make operational decisions for Saugeen Shores.

9.1.3 Development Approval Process

The *Planning Act* establishes the framework for land use planning in Ontario, providing the basis for a variety of mechanisms municipalities use to facilitate development in their communities. The most common tools used by the Town to guide and control development in Saugeen Shores include Official Plan Amendments, Zoning By-law Amendments and Minor Variances, Site Plan Control, and Draft Plans of Subdivision and Condominium. The type of application(s) will depend on the development contemplated and the permission required from the Town to enable the plan.

Official Plan policies and Zoning By-law regulations can be used to control the density and use of land to moderate travel demand generated by proposed development. Typically, the applicant would complete a Transportation Impact Assessment to examine the potential effects on the transportation network and identify the on and off-site measures required to align the performance of the system with Town goals and objectives once the development is built and occupied. These technical studies help the Town in assessing the merits and potential effects of a proposed development and in determining the justification for its approval. Through the study, the proponent must demonstrate:

- ▶ The proposed development can be well-integrated with the auto and active transportation networks;
- ▶ The transportation system can function safely and efficiently with the proposed development, considering network improvements and other initiatives secured/identified in conjunction with the development proposal;
- ▶ The proposed development can be phased, if necessary, to coincide with the implementation of transportation system improvements and other initiatives, thereby ensuring supply and demand are balanced over time; and
- ▶ The proposed development includes reasonable and achievable measures to facilitate and promote walking, cycling, and other mode use for trips to and from the subject lands.

The Town does not currently have defined guidelines for the preparation of Transportation Impact Studies and would benefit from a standard framework and approach for the consistent formulation and objective assessment of these technical investigations. By following the guidelines, the Transportation Impact Assessment will evaluate the effects of a proposed development on all modes of the transportation system in a rational manner and utilize assumptions consistent with the Town's accepted methodologies.

The development approval process can also be used to implement the transportation infrastructure and policies identified in the TMP directly related to specific lands. The *Planning Act* authorizes municipalities to impose conditions on development approvals to secure compliance. From a transportation perspective, typical conditions imposed include:

- ▶ Dedication of property for abutting road, pathway, and other transportation rights-of-way described in the Official Plan at no cost to the Town;
- ▶ Design conditions for access to/from the subject development, such as intersection controls, lane arrangements, ramps, curbing, and traffic direction signs;
- ▶ Requirements and design conditions for off-street loading and parking facilities; and
- ▶ Design conditions for walkways, walkway ramps, and other means of pedestrian access.

Recommendation #46

Adopt and apply the Transportation Impact Assessment Guidelines provided in Appendix C in assessing the impact of proposed developments in the Town.

Recommendation #47

Implement the transportation infrastructure and policies identified in the Transportation Master Plan through the development approval process where possible.

9.1.4 Active Transportation Facility Implementation Process

Implementation of the active transportation network will be accomplished through a series of short- and long-term actions aimed at creating a safe, well-connected, and convenient system. The implementation process should be structured to:

- ▶ **Identify** the network implementation opportunity;
- ▶ **Confirm** the feasibility of the route and facility type at the time implementation is proposed **and revise** the concept if necessary;
- ▶ **Design** the facility and supporting features based on the guidelines recommended in **Section 7.5** and **construct or install** the facility per the design; and

- ▶ **Maintain** the facility, **monitor** its use and operation, **and refine** the design if needed.

Each step in the process is described as follows. It is noted that some of the tasks in each step are not required for every project:

Step 1: Identify

The first step is to identify and communicate opportunities to implement the future active transportation network. To identify possible opportunities, Town staff should monitor Town and County:

- ▶ Capital projects scheduled in both annual and forecasted budgets;
- ▶ Acquisition and disposition of land; and
- ▶ Operating budgets relevant to the active transportation network.

If a potential project is identified, the Town should:

- ▶ Identify the departments, jurisdictions and/or organizations involved in the project;
- ▶ Compare the timing of the project to the priorities identified in the recommended phasing plan;
- ▶ For cycling facilities, determine if the project would permit implementation of the preferred cycling facility type in a cost-effective manner; and
- ▶ Advise the affected department, jurisdiction and/or organization that the project may be a candidate for an active transportation facility.

Step 2: Confirm (and Revise)

The second step is to confirm the feasibility and costs for implementing the proposed facility as part of the candidate project. For each candidate project, Town staff should:

- ▶ Review current roadway characteristics including traffic volumes, collision history and commercial vehicle percentage;
- ▶ Conduct a field check to identify potential site-specific implementation challenges, such as sight distance limitations;
- ▶ Confirm facility type;
- ▶ Prepare a preliminary functional design and cost estimate. The design should follow the guidelines recommended in **Section 7.5**; and
- ▶ Undertake a high-level cost/benefit analysis to assess whether the proposed implementation is fiscally prudent at this time, or if another option may be more practical.

This step may take place in conjunction with or as input to a MCEA or functional design for the candidate project.

Phasing should generally comply with the phasing plan, previously outlined, but priorities can be altered in response to community demand and/or the desire of another party to advance a specific route segment.

For cycling facilities, if site-specific circumstances preclude construction of the recommended facility type as part of the candidate project, consider:

- ▶ Altering the facility type to better fit the corridor. The facility selection process outlined in OTM Book 18 (Cycling Facilities) is recommended to ensure an appropriate solution;
- ▶ Assessing nearby parallel routes for suitability as an alternative (return to Step 1); or
- ▶ Implementing an interim solution such as installing sharrow pavement markings as a precursor to a bike lane.

Step 3: Design and Construct/Install

The third step is to prepare detailed design for the recommended facility. The design is typically completed in conjunction with the candidate project and should not require additional resources. Where required, the project schedule, cost estimate and tender documents should also be refined. External approvals, property acquisition and potential cost sharing opportunities should be confirmed as well.

In most cases, the candidate project with the facility will need to be scheduled into the Capital Budget and financing allocated. Coordination with other department initiatives should be explored.

Finally, the candidate project is issued for tender where required. Construction/installation proceeds once financing is authorized.

It is possible that the Town may decide not to proceed with the facility due to costs and/or constraints that arise during the detailed design process. If this occurs, alternative routes or facilities should be considered (return to Step 2).

Step 4: Maintain, Monitor (and Refine)

The fourth and final step is to maintain and monitor the implemented facility.

Ongoing maintenance of the facility should be carried out to ensure continued safe and efficient use by pedestrians and cyclists. **Section 9.4** details recommended maintenance practices.

Monitoring is typically only required for cycling facilities. Once implemented, the cycling route should be monitored regularly to ensure the facility operates as planned. Monitoring will involve data collection and field observations to evaluate safety and operational efficiency. **Section 9.5** outlines recommended monitoring procedures.

If the monitoring program identifies the need for cycling facility modifications, alternative routes or facilities may need to be considered (return to Step 2) or revisions to the design (return to Step 3).

The Town's Geographic Information System (GIS) database and relevant municipal documents should also be updated once the facility is opened to use. The database should be used to track new and upgraded network segments as they occur:

- ▶ Streamlining the replacement of network maps posted in the field and handed out in hard copy to residents and visitors; and
- ▶ Allowing the pedestrian and cycling networks to be posted as an interactive map on the Town's website.

9.2 Phasing and Costing

9.2.1 Road Network

The phasing of the road network improvements recommended in the TMP considers the forecast growth in population and employment within the Town and associated travel demand. Relative priorities compared to other initiatives and the broader transportation objectives of the Town were also considered.

The proposed road network improvement projects have been classified in two phases:

- ▶ Short term, generally considered appropriate for implementation by the year 2025; and
- ▶ Long term considered to be needed for implementation by the year 2031.

Table 9.1 details the recommended phasing of improvements and indicative costs for the projects obtained from the 2016 Town of Saugeen Shores Development Charge Background Study, where available. The total cost of road expansion projects is estimated at approximately:

- ▶ \$4,035,000 for the seven short-term (0 to 5 years) projects; and
- ▶ \$10,322,000 for the 13 long-term (beyond 5 years) projects.

Recommendation #48

Adopt the phasing plan specified in Table 9.1 to guide road network improvements to 2031.

TABLE 9.1: RECOMMENDED PHASING AND INDICATIVE COSTS OF ROAD NETWORK IMPROVEMENTS

Location	Recommended Improvement	Implementation Timing (years)		MCEA Schedule	Indicative Cost
		Short (0-5)	Long (5+)		
Road Improvements (per Table 6.8)					
Anglesia Street from Peel Street to Spence Street	▶ New Road Construction		●	C	\$955,000
Anglesia Street from Spence Street to High Street	▶ Upgrade to Collector		●	A+	\$505,000
Bricker Street from north of Maple Drive to Peirson Avenue	▶ Property Acquisition and New Road Construction		●	B	\$153,000
Bruce Street from Bruce Road 25 to Sunset Boulevard	▶ Extension (2 lanes)	●		C ¹	\$2,275,000
Bruce Street from Devonshire Road to Concession 10	▶ Extension (2 lanes)	●		C ¹	\$1,550,000
Catherine Street from Bruce Street to Stafford Street	▶ Upgrade to Collector, Property Acquisition, and Jog Elimination		●	B	\$445,000
Concession 10 from Miramichi Bay Road to Bruce Street Extension	▶ Widen to Collector width		●	B	\$1,461,000
Concession 10 from Bruce Street Extension to Maplewood Drive	▶ Upgrade to Arterial		●	A+	\$1,070,000
Concession 10 from Maplewood Drive to Links Sideroad	▶ Upgrade to Arterial		●	A+	\$140,000
High Street from Grenville Street to Anglesia Street	▶ Upgrade to Arterial		●	A+	\$1,422,000

TABLE 9.1: RECOMMENDED PHASING AND INDICATIVE COSTS OF ROAD NETWORK IMPROVEMENTS

Location	Recommended Improvement	Implementation Timing (years)		MCEA Schedule	Indicative Cost
		Short (0-5)	Long (5+)		
Maplewood Drive from Brentwood Drive to Concession 10	► Extension (2 lanes)		●	C	\$1,051,000
Spence Street from Grenville Street to Anglesia Street	► Upgrade to Collector		●	A+	\$300,000
Waterloo Street from Mary Street to Devonshire Road	► Property Acquisition and Develop to Collector		●	C ¹	\$620,000
Intersection Improvements (per Table 6.10)					
Goderich Street and Bruce County Road 25/ Concession 6	► Collaborate with Bruce County to monitor intersection operations, considering a roundabout with two lane entries on Goderich Street and single lane entries on Bruce County Road 25/ Concession 6	●		-	\$5,000
Goderich Street and Catherine Street	► Monitor intersection operations and complete traffic signal warrants as traffic volumes necessitate	●		-	\$5,000
Goderich Street and Concession 10	► Construct a roundabout with two lane entries on Goderich Street and single lane entries on Concession 10		●	A+ ²	\$1,200,000
Goderich Street and Ivings Drive	► Provide northbound left-turn lane with 45 m of storage ► Provide northbound left-turn advanced phase	●		B	\$150,000

TABLE 9.1: RECOMMENDED PHASING AND INDICATIVE COSTS OF ROAD NETWORK IMPROVEMENTS

Location	Recommended Improvement	Implementation Timing (years)		MCEA Schedule	Indicative Cost
		Short (0-5)	Long (5+)		
Goderich Street and Gustavus Street	- Remove east side parking (five spaces) on Goderich Street between Gustavus Street and Johnston Avenue - Extend southbound left-turn lane north to Green Street - Provide shared northbound left-through and through-right movements	●		A+	\$5,000
Goderich Street and Green Street	- Remove parking (five spaces) on both sides of Goderich Street between Gustavus Street and Johnston Avenue - Extend northbound left-turn lane south to Gustavus Street	●		A+	\$5,000
North Rankin Street and Turner Street	Collaborate with Bruce County to complete a detailed intersection analysis, considering a roundabout with two lane entries on North Rankin Street and single lane entries on Turner Street	●		-	\$15,000
Railway Street and McNabb Street	Construct roundabout with two lane entries on Railway Street and single lane entries on McNabb Street		●	A+ ²	\$1,000,000
All Signalized Intersections	- Develop seasonal signal timing plans - Optimize signal timing as required	●		-	\$25,000
GRAND TOTAL		\$4,035,000	\$10,322,000		\$14,357,000

1. Projects may not require a Schedule C MCEA if completed as part of a Plan of Subdivision

2. Included with the December 2019 proposed amendments to the MCEA process

9.2.2 Cycling Network

Phasing

The proposed implementation plan for the cycling network identified in **Map 6** is separated into two phases:

- ▶ Short-term, generally considered appropriate for implementation by the year 2025; and
- ▶ Long-term considered to be needed for implementation by the year 2031.

The recommended phasing plan was developed based on feedback provided by the Town, the public and other stakeholders, and insight gained from the review of other cycling plans developed by municipalities across the country. Implementation of the cycling routes was prioritized using the following criteria. These criteria should be applied when network priorities are being reviewed and/or updated:

- ▶ **Link to Capital Projects** by scheduling network improvements concurrently with planned roadway projects;
- ▶ **Close Gaps** in the network, especially ones that create a safety risk or that cause uncomfortable actions for cyclists. Gaps that when completed resulted in continuous routes and/or important links were also given priority;
- ▶ **Reallocate Space**, where possible, to develop bike lanes through lane reallocation and repainting of pavement markings;
- ▶ **Establish a Network** by completing continuous north-south and east-west connections;
- ▶ **Respond to Demand** by focusing on areas with higher existing or projected cyclist volumes (e.g., routes that lead to/from major pedestrian generators such as schools, parks, retail establishments or employment districts); and
- ▶ **Achieve Quick Wins** by implementing short duration, cost-effective measures first (e.g., signs or pavement markings).

Table 9.2 (Corridors) and **Table 9.3** (Gaps and Discontinuities) summarize the recommended phasing plan for the cycling network improvements listed in **Table 7.2** and **Table 7.3** and shown in **Map 6**. For the long-term projects, the Town may wish to install cycle route signing as an interim measure to initiate implementation of the network plan.

Recommendation #49

Adopt the phasing plan specified in Table 9.2 and Table 9.3 to guide the prioritization of cycling facility implementation.

TABLE 9.2: RECOMMENDED PHASING OF PROPOSED CYCLING CORRIDOR IMPROVEMENTS

Corridor	Implementation Timing (years)	
	Short (0-5)	Long (5+)
Port Elgin		
East-West Corridors		
Concession 10		●
Future Trail (north of Devonshire Road)		●
Devonshire Road	●	
Market Street		●
Green Street	●	
Catherine Street	●	
Ivings Drive		●
Bruce Road 25/Concession 6	●	
North-South Corridors		
Trillium Drive/Geddes Street	●	
Highland Street	●	
Ridge Street		●
Bruce Street		●
Waterloo Street	●	
Bricker Street	●	
Wellington Street	●	
Southampton		
East-West Corridors		
Saugeen Street/Clarendon Street		●
High Street		●
Morpeth Street	●	
Peel Street/Rail Trail	●	
Island Street	●	
South Street		●
North-South Corridors		
Front Street/Harmer Street	●	
Lake Street	●	
Huron Street		●
Grosvenor Street	●	
Albert Street		●
Victoria Street	●	
Grenville Street		●

TABLE 9.2: RECOMMENDED PHASING OF PROPOSED CYCLING CORRIDOR IMPROVEMENTS

Corridor	Implementation Timing (years)	
	Short (0-5)	Long (5+)
Rural		
Concession 14	●	
Carlisle Street		●
Doll Sideroad	●	
Concession 10	●	
Concession 4/Bruce Road 40		●

TABLE 9.3: RECOMMENDED PHASING OF PROPOSED CYCLING NETWORK GAP AND DISCONTINUITY IMPROVEMENTS

Gap or Discontinuity	Recommended Improvements	Implementation Timing (years)	
		Short (0-5)	Long (5+)
Albert Street North and Clarendon Street Crossing	▶ Install cyclist-friendly signal detection pushbuttons on Clarendon Street at northeast and southeast corners		●
Rail Trail Crossings	▶ Conduct vehicle volume and speed analysis to determine appropriate crossing treatment on the following roadways: • Louis Street • Gustavus Street • Green Street • Mill Street • Elgin Street • River Street • Woodland Drive	●	
Connection on Rail Trail from Port Elgin to Southampton	▶ Install signage on the Rail Trail at Concession Road 10 advising cyclists and pedestrians to use Concession Road 10 to travel to Southampton ▶ Install wayfinding signage on the Rail Trail at South Street advising cyclists and pedestrians to use South Street and the Great Lakes Waterfront Trail to travel to Port Elgin ▶ Install protected cycling facility on Concession 10	● ●	●
Peel Street to the Rail Trail	▶ Install pedestrian crossover and crossride across Railway Street, connecting Peel Street to the Rail Trail. Crossing type to be confirmed (based on vehicle volume and speed on Railway Street)		●

Cost

The cost of implementing the proposed cycling network will depend on the type of facilities and how they are implemented. For example, installing bike lanes in conjunction with an already planned road widening project is more cost effective than mobilizing construction equipment and reconstructing the roadway to install the cycling infrastructure. Additionally, the degree and type of separation of the bike lanes will impact the cost of the project.

The costs of implementing the proposed cycling facilities identified in **Map 6** were estimated based on indicative benchmark unit costs obtained from other recently completed active transportation plans in Ontario²⁶. **Table 9.4** summarizes typical unit costs for linear active transportation facilities. **Table 9.5** provides unit costs for crossings, signs, and other features. The following assumptions were made in developing the unit costs:

- ▶ Normal/average construction conditions;
- ▶ Unless otherwise stated, bi-directional routes for on-road cycling facilities; and
- ▶ Excludes costs for property acquisition, utility relocations, engineering design, contingency, and taxes.

With the specific facility type for each route to be determined through further investigation, indicative costs for the proposed network facilities were estimated assuming the typical unit costs for:

- ▶ **Separated Facilities** – Standard bike lane as part of a broader road project (\$255,000 per km), paved shoulder (\$205,000 per km), multi-use trail not within the roadway (\$255,000 per km), or signs and markings (\$12,000 per km); and
- ▶ **Shared Facilities** – Signs only (\$2,000 per km), signs and marking (\$12,000 per km), or Bicycle Priority Street (\$95,000 per km).

Costs for the gaps and discontinuity improvements were either obtained from **Table 9.5** or derived from best estimates.

Table 9.2 (Corridors) and **Table 9.3** (Gaps and Discontinuities) summarize the indicative costs for the cycling network improvements listed in **Table 7.2** and **Table 7.3** and shown in **Map 6**. **Appendix D** details the **Costing of the Proposed Active Transportation Facilities**.

Table 9.6 summarizes the total estimated cost for the facilities and complementary programs pertaining to end of trip facilities, wayfinding signs, outreach initiatives, and monitoring. Annual costs for these programs have been assumed. Overall, the proposed investment for cycling initiatives identified in the TMP totals approximately:

- ▶ \$1,080,440 in the short-term (0 to 5 years); and
- ▶ \$4,245,190 in the long-term (beyond 5 years).

²⁶ Town of Milton. *Town of Milton Transportation Master Plan, Appendix A: Active Transportation Strategy*. April 2018.

TABLE 9.4: TYPICAL UNIT COSTS FOR ACTIVE TRANSPORTATION FACILITIES

Facility Type	Unit Cost (per km)	Comments
Multi-Use Trails and Paths		
Multi-Use Trail	\$255,000	Not within roadway
Multi-Use Trail (Upgrade)	\$105,000	Not within roadway - upgrade from granular surface to paved
Multi-Use Path (Capital)	\$280,000	Remove sidewalk and replace with MUP
Multi-Use Path (Retrofit)	\$255,000	Within existing ROW, no sidewalk removal
Standard Bike Lanes		
Capital	\$255,000	With road widening, road reconstruction, or new road project
Active transportation project only, with widening	\$715,000	Retrofit/widen road solely for bike facility
Retrofit	\$12,000	Within existing ROW
Buffered Bike Lanes (Painted)		
Capital	\$295,000	With road project
Retrofit	\$15,000	Within existing ROW
Buffered Bike Lanes (Physical Separation - pre-cast barrier)		
Capital	\$410,000	With road project
Retrofit	\$130,000	Within existing ROW
Paved Shoulders		
Capital (shoulder without buffer)	\$205,000	With road widening project
Capital (shoulder with buffer)	\$255,000	With road widening project
Retrofit	\$4,000	Within existing ROW
Shared Routes		
Bicycle Priority Route	\$95,000	Retrofit of existing two-lane road to include bicycle priority route features
Signed Route (capital)	\$245,000	With wide curb lane with road widening project
Signed Route (capital, no widening)	\$65,000	With wide curb lane and construction of a new road
Signed Route (retrofit)	\$2,000	Within existing ROW
Signed Route with Sharrow Markings (retrofit)	\$3,500	Within existing ROW
Pedestrian Facilities		
Sidewalk	\$180,000	One side only

Sources: Town of Milton Transportation Master Plan (April 2018) adjusted to 2020 dollars.

TABLE 9.5: TYPICAL UNIT COSTS FOR CROSSINGS AND OTHER FEATURES

Feature	Units	Cost	Details
Pathway directional sign	each	\$270	Assumes bollard/post (100 mm x 100 mm marker) with graphics on one side only
Trail/road transition at unsignalized intersection (crossride)	each	\$5,400	Typically includes warning signs, curb cuts and minimal restoration (3.0 m pathway).
Trail/road transition at signalized intersection (crossride)	each	\$27,200	Typically includes installation of 4 signal heads, 2 poles, 2 foundations, 2 controller connector and 2 arms.

Source: Town of Milton Transportation Master Plan (April 2018) adjusted to 2020 dollars.

TABLE 9.6: INDICATIVE COSTS FOR PROPOSED CYCLING FACILITIES AND PROGRAMS

Initiative	Indicative Cost	
	Short (0-5)	Long (5+)
Network Facilities		
Port Elgin	\$848,460	\$1,061,280
Southampton	\$61,900	\$1,334,410
Rural Area	\$32,580	\$1,517,000
Gaps and Discontinuities	\$25,000	\$220,000
Sub-Total	\$967,940	\$4,132,690
Amenities and Programs		
End of Trip Facilities (\$5,000 per year) ¹	\$25,000	\$25,000
Wayfinding Signs (\$5,000 per year) ¹	\$25,000	\$25,000
Outreach Initiatives (\$7,500 per year) ¹	\$37,500	\$37,500
Monitoring Program (\$5,000 per year) ¹	\$25,000	\$25,000
Sub-Total	\$112,500	\$112,500
GRAND TOTAL	\$1,080,440	\$4,245,190

1. Assumes five-year program

9.2.3 Pedestrian Facilities

The costs of implementing the proposed pedestrian facilities identified in **Map 5** were estimated based on the indicative benchmark unit costs in **Table 9.4**. A phasing plan was not developed given the nature of the program, which is reviewed and prioritized annually to best address emerging needs and consistent with the recommendation in **Section 7.4** of an annual sidewalk budget. It is anticipated implementation will occur over an extended time given the overall financial magnitude of the identified improvements.

The proposed investment for sidewalk and multi-use trail identified in the TMP totals approximately:

- ▶ \$6,355,800 in the Port Elgin area for 27.4 km of facilities; and
- ▶ \$3,420,900 in the Southampton area for 15.3 km of facilities.

Appendix D details the **Costing of the Proposed Active Transportation Facilities**.

9.2.4 Recommended Studies

Table 9.7 summarizes recommended phasing and indicative costs to undertake the follow-on studies identified in the Roads Strategy (Chapter 6), Active Transportation Strategy (Chapter 7), and Transit and New Mobility actions (Chapter 8). The estimated cost of the six investigations totals approximately:

- ▶ \$95,000 in the short-term (0 to 5 years); and
- ▶ \$110,000 in the long-term (beyond 5 years).

TABLE 9.7: INDICATIVE COSTS FOR RECOMMENDED STUDIES

#	Recommended Study	Implementation Timing (years)		Indicative Cost
		Short (0-5)	Long (5+)	
4	Downtown Port Elgin Parking and Traffic Study	●		\$30,000
21	Downtown Port Elgin and Southampton Parking Strategies	●		\$40,000
38	Public Transportation Strategy ¹		●	\$40,000
40	Shared Mobility Strategy ¹		●	\$30,000
42	Automated, Connected, and Electric Vehicle Strategy		●	\$40,000
56	Monitoring Program	●		\$25,000

1. Could combine into one larger study focussed on future mobility options and opportunities for the Town.

9.3 Funding Sources

9.3.1 General Tax Levy

Ultimately, the most reliable and consistent sources of funding for transportation system improvements will be with Town's municipal tax levy and development charges.

9.3.2 Development Charges

A Development Charge (DC) by-law permits a municipality to collect development charges to provide a capital funding source to assist the municipality in providing the infrastructure required to service future development. This includes roads and other capital costs items related to growth within the municipality.

Development charges can be used to recover some of the capital cost expenditures necessary to service new developments. The Town's Development Charges Background Study identifies projects and costs eligible for collection through development charges.

9.3.3 Other Government and Mechanisms

The Town should continue to monitor available Provincial and Federal funding programs to establish if any of the recommended improvements identified in this TMP will be eligible. Potential funding sources to implement the recommended TMP elements, in addition to the tax levy include:

- ▶ **New Building Canada Fund**, which was established in 2014 to fund projects from 2014 to 2024. There is \$2.7 billion designated for Ontario projects in the New Building Canada Fund, and an estimated \$8.12 billion under the Federal Gas Tax Fund;
- ▶ **Infrastructure Ontario's Loan Program**, which provides long-term financing to eligible public-sector clients to help renew infrastructure;
- ▶ **Special Purpose Funding** that may be available at the time of implementation, such as the Provincial Cycling Funding announced at the 2014 Ontario Bike Summit and other similar initiatives; and
- ▶ **Other Alternative Infrastructure Funding Mechanisms** such as private sector sponsorship and focused advertising.

Recommendation #50

Reassess the proposed phasing and funding of the recommended improvements on an annual basis, revisiting potential funding sources and investigating other opportunities to implement the network.

Recommendation #51

Continue to explore partnering with agencies and other groups to fund implementation of the Transportation Master Plan.

9.4 Operations and Maintenance

9.4.1 Minimum Standards

In May 2018, the Province of Ontario updated O. Reg. 239/02: Minimum Maintenance Standards for Municipal Highways (as amended), a regulation under the *Municipal Act, 2001* (the MMS). This regulation provides standards for road and active transportation infrastructure maintenance throughout the year. The major changes in the updated regulation included:

- ▶ Winter maintenance standards for bicycle lanes;
- ▶ Winter maintenance standards, including patrol obligations, for sidewalks;
- ▶ Inspection standards for areas adjacent to sidewalks; and
- ▶ The ability for municipalities to declare a “significant weather event” warning roadway users of the likely possibility for roads to not be cleared within the required timeframe specified in the MMS.

Recommendation #52

(Continue to) engage in a regular, ongoing maintenance program for the road and active transportation network consistent with the Minimum Maintenance Standards requirements unless specifically defined otherwise.

9.4.2 Current Practice

Town Council approves the latest version of the Winter Operations Plan every fall for the upcoming winter season. This plan reflects the updated MMS. The regulation specifies maintenance standards for roadways within a municipality based on a classification system (Class 1 to 6) tied to AADT and statutory speed limits. **Table 9.8** summarizes the length of roadway within each class in the Town.

TABLE 9.8: LENGTH OF ROADWAYS BY MAINTENANCE CLASS

Roadway Class	Total Length of Roadway (km)
1	0
2	0
3	11.9
4	129.7
5	143.6
6	179.4

For snow accumulation, the Town follows the MMS requirement for plowing snow with respect to time as summarized in **Table 9.9**.

TABLE 9.9: TIME TO CLEAR HIGHWAY GIVEN SNOW ACCUMULATION

Class of Highway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

After becoming aware snow accumulation on a roadway is greater than the depth set out in **Table 9.9**, the Town will deploy resources as soon as practicable to address the situation.

If a weather hazard is forecast to occur, causing snow accumulation too significant for the Town to clear its roadways within these specified time frames, the Town can declare a “Significant Weather Event”. This declaration suspends the standard timelines required to meet the Town’s winter maintenance objectives until the significant weather event is declared over. During this suspension, all Town roads are considered “in a state of repair”, warning residents and visitors to expect poor road conditions and permitting the Town to clear its roadways when it is safe and practicable to do so.

For bicycle lanes, it is assumed that the roadway snow maintenance will be performed at the same time for the bicycle facility. There are no maintenance practices specified for off-road bicycle facilities.

The Town clears snow from 48 km of its sidewalks. Approximately 36 km of these sidewalks are in Port Elgin and the remaining 12 km are in Southampton. **Figure 9.1** and **Figure 9.2** illustrate these maintained sidewalk networks in Port Elgin and Southampton, respectively. Within Port Elgin, the Town prioritizes snow clearing based on proximity to community facilities such as schools, libraries, and community centres. **Figure 9.3** shows the sidewalk snow clearing priority based on the categories specified in the Winter Maintenance Policy, being High, Secondary, and Tertiary. Southampton does not have a prioritized winter maintenance plan for its sidewalks.

Recommendation #53

Develop a prioritized winter maintenance plan for sidewalks in Southampton.

Figure 9.1:
Winter Maintained
Sidewalks in Port
Elgin

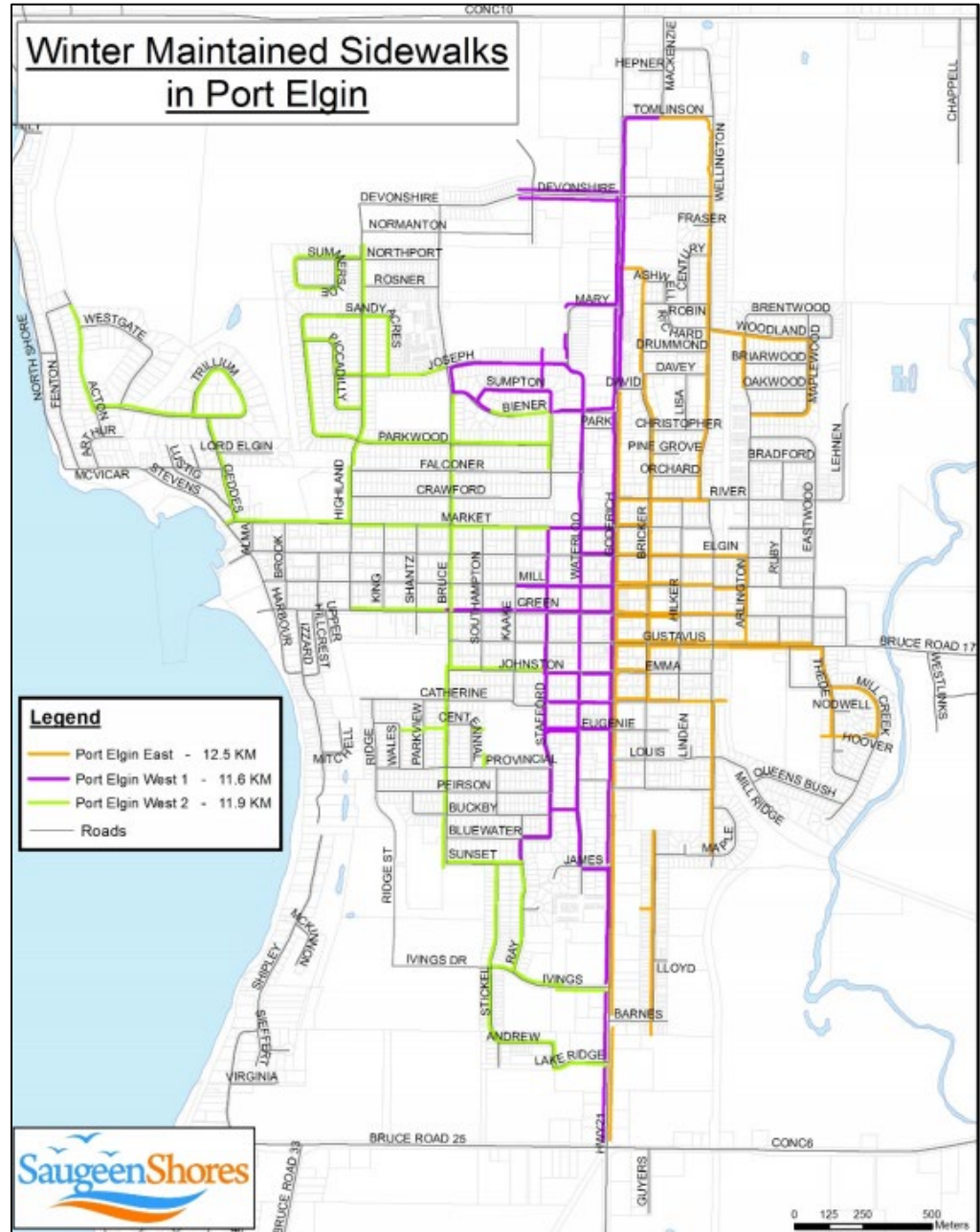
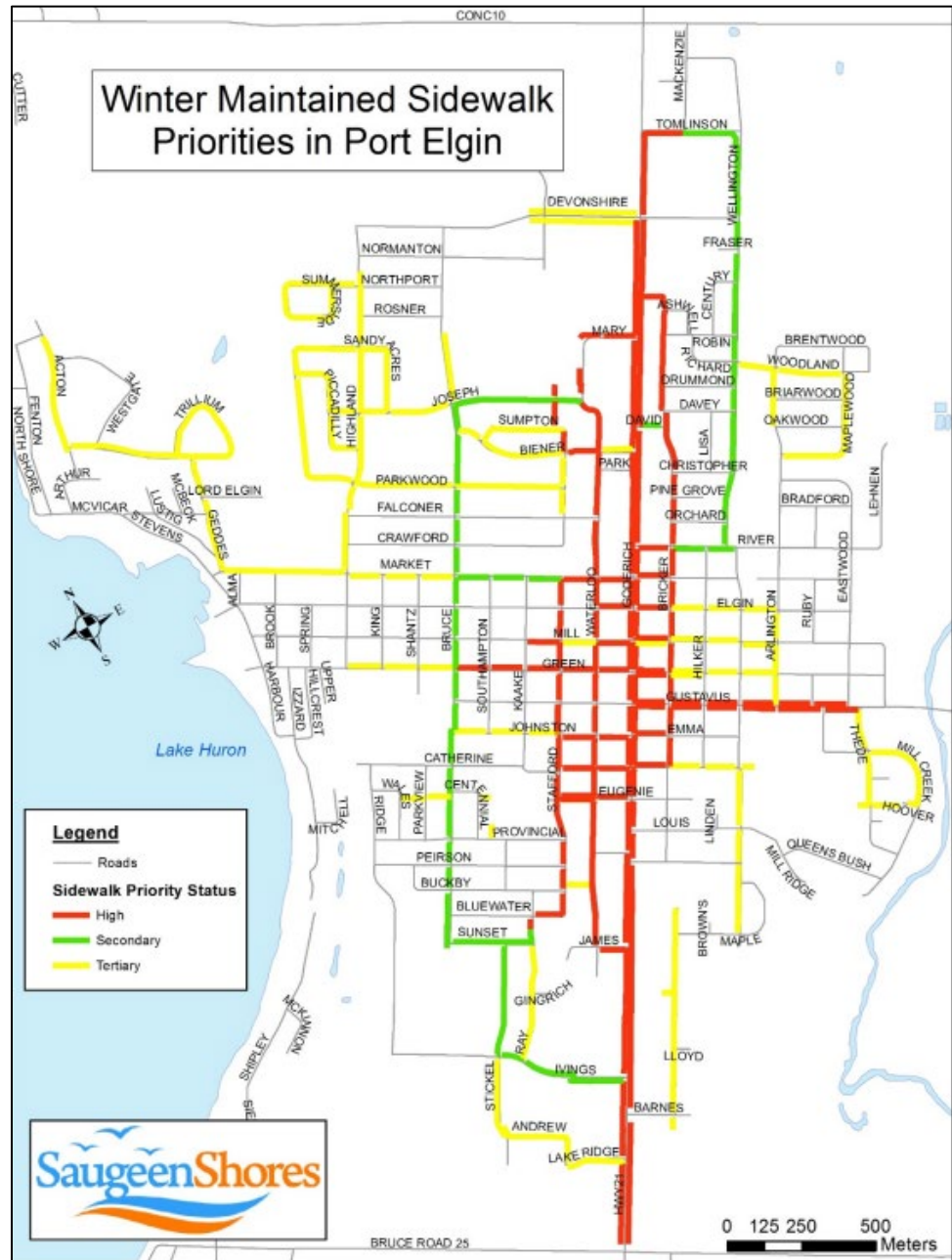


Figure 9.2:
Winter Maintained
Sidewalks in
Southampton



Figure 9.3:
Winter Maintained
Sidewalk Priorities in
Port Elgin



9.4.3 Future Considerations

Active transportation facilities need to be properly maintained during all seasons to remain safe, effective, and in a state of good repair. This helps to improve rideability, alleviate potential safety hazards, maximize utility, minimize lifecycle costs, reduce risk, limit exposure to liability, and enhance the cycling experience. To encourage use throughout the year, the program should comprise of the following facility maintenance activities:

- ▶ **Sweeping** – Cycling facilities located at the edge of the roadway should be swept to remove accumulating debris. The Town may wish to consider increasing sweeping frequency on priority cycling routes subject to additional funding;
- ▶ **Surface Repairs** – The Town repairs typical facility surface issues, such as bumps and depressions, cracking, potholes, and pavement drop-offs at shoulders, through its ongoing maintenance operations until such time as the road (including a bike lane) is resurfaced. Continuing to perform interim treatments such as patching and catchbasin repairs on cycling facilities is recommended;
- ▶ **Vegetation Management** – Vegetation maintenance activities, including the installation of root barriers and trimming of shrubs and trees, should be carried out to avoid encroachment onto active transportation facilities and maintain sightlines. Removal of obstructions at intersections should be prioritized;
- ▶ **Sign and Pavement Marking Maintenance** – Sign and pavement marking inspections, repainting of faded pavement markings, and replacement of discoloured and damaged signs and signs that have lost reflectivity should be conducted regularly per the MMS;
- ▶ **Drainage Improvements** – Drainage features along or adjacent to active transportation facilities should be cleaned. Locations with greater vegetation will need more attention;
- ▶ **Winter Control** – Active transportation facilities and amenities designated for winter use should be cleared of snow and ice, with on-road routes maintained along with other travel lanes per the MMS. The Town may wish to consider developing a cycling priority network, much like is already carried out for the sidewalk network, which could entail identifying priority cycling routes, intersections, crossrides, and bike racks, subject to additional funding.
- ▶ **Parking** – Bicycle parking facilities should be regularly inspected. Bikes parked for extended periods of time should be tagged for removal and removed if remaining after the specified time. Severely damaged or stripped bikes should also be removed.

The additional budget will depend on the facility types added, with typical estimated annual maintenance costs ranging from²⁷:

- ▶ \$5,000 to \$9,000 per km for on-road facilities; and
- ▶ \$4,000 to \$6,000 per km for off-road multi-use trails in greenways and parks, depending on the level of service standard and trail condition.

Appendix C of OTM Book 18 (Cycling Facilities) provides further guidance on maintenance related matters.

Recommendation #54

Prioritize maintenance on the main north-south and east-west corridors identified in the future cycling network.

Recommendation #55

Provide additional ongoing funding to support growing maintenance activities resulting from expansion of the active transportation network.

9.5 Monitoring

Ongoing monitoring of the transportation networks will enable the Town to evaluate the effectiveness and overall contribution of the recommended network changes, expansions, and policies. Performance measures, such as intersection volume to capacity ratio or bicycle volumes on a major street, can be used to monitor the TMP, gauging the effectiveness of the policies and recommendations in achieving the vision and goals. The reporting will also highlight progress towards fulfilling the transportation vision, goals, and objectives and any needed plan refinements to ensure further success.

9.5.1 Strategy

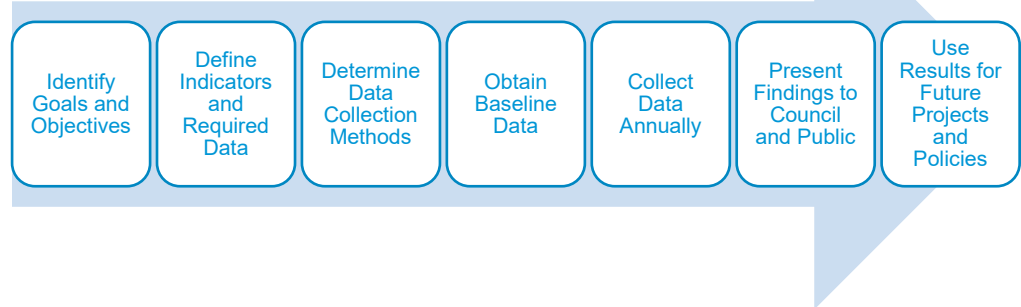
The goals of the TMP can be used as a guide to determine the appropriate performance measures to use. As outlined in **Section 5.4**, the goals of the TMP are to:

- ▶ Provide various mobility options;
- ▶ Promote personal health;
- ▶ Promote economic development;
- ▶ Develop a sense of place or community;
- ▶ Improve environmental sustainability of the transportation system

Figure 9.4 specifies the recommended process to monitor the effectiveness of the TMP.

²⁷ Town of Milton. *Town of Milton Transportation Master Plan, Appendix A: Active Transportation Strategy*. April 2018

Figure 9.4:
Recommended
Monitoring Process



9.5.2 Performance Measures

Specific performance measures and targets should be set to provide direction for implementation and to measure the success of the TMP in achieving the Vision and Objectives. For example, the number of bicycle parking spaces provided within the Town could be a performance indicator. The Town could set a target to provide bicycle parking at 100% of all municipal facilities (buildings and parks). Individuals not cycling due to lack of secure parking upon reaching their destination may be more inclined to cycle as this target is realized. This contributes towards achieving three TMP goals: improving mobility options, promoting personal health, and improving the environmental sustainability of the transportation network. Targets or benchmarks such as these can also be used in marketing campaigns and events to help motivate the community. The Town should set realistic targets based on existing trends, as previously summarized in **Section 4.3**.

Regular public and stakeholder consultation should also be carried out to help collect information about community satisfaction. These events can help to identify barriers and motivators to active travel use, ways to improve and grow walking and cycling, and specific gaps in the active transportation network.

9.5.3 Data Collection

The monitoring program should examine user preference for facilities, levels of use, and other key factors over an extended timeframe to avoid immediate response bias (which occurs right after a new improvement is implemented). Data should be collected every two to three years (maximum every five years) and at the same time/season during each cycle. **Table 9.10** provides examples of specific data to collect. Some of this data is already provided through Journey to Work data from Statistics Canada.

Results of the monitoring program could be reported to Council and the community through information reports and other publications. The reports could highlight progress made in implementing the TMP, summarize the performance measures and targets for the previous period and outline upcoming initiatives.

Recommendation #56

Develop and implement a regular, ongoing monitoring program and set performance measures and targets to track progress.

9.6 Plan Review and Updates

Inevitably forecasts and other assumptions made in preparing the TMP will prove imprecise or directions will change over time. As such, this TMP should be considered a starting point for transportation planning and monitoring.

Regular reviews and updates of the TMP allow for the ongoing assessment of its effectiveness and relevance. Establishing this stable transportation planning cycle ensures the plan strategies remain flexible to respond to unforeseen developments and imprecise assumptions. The performance of the plan in achieving the transportation vision and goals can also be reviewed, and necessary adjustments in strategy made.

The *Planning Act* requires the Town to assess the need for an update to its Official Plan every five years. That review process provides a timely opportunity to revisit the assumptions of the TMP and consider the need for an update. The monitoring program discussed in **Section 9.5** will also provide an indication of the need for a review.

Over the period preceding the formal review, Town and County Council decisions on transportation issues will have the inevitable effect of amending, deleting, replacing, or complementing some of the policies in the TMP. For this reason, individuals must consider this plan in conjunction with the record of subsequent Council decisions to obtain a complete understanding of current policy and plans.

Recommendation #57

Review the Transportation Master Plan every five years, ideally in conjunction with updates to the Town of Saugeen Shores Official Plan and Development Charges Background Studies.

TABLE 9.10: TYPICAL PERFORMANCE INDICATORS BY MODE

Active Transportation	Road Network
▶ Bicycle mode share for all trips ▶ Bicycle share of all commute trips ▶ Residents within 0.5 km of cycling facilities ▶ Bicycle trips less than 5 km in length ▶ Residents that feel safe and comfortable on cycling facilities ▶ Funding for cycling projects ▶ Number of women and children cycling ▶ Number of students cycling to school ▶ Number of students trained in bike safety ▶ Number of schools that provide adequate bike parking ▶ Per-trip rate of serious and fatal injury crashes ▶ Number of cycling related jobs and businesses ▶ Number of tourists that participate in cycling activity ▶ Number of Residents meeting the recommended level of physical activity through transportation ▶ Percent of Town roadways with cycling facilities ▶ Kilometres of off-road cycling facilities	▶ Percent of congested roadways (high v/c ratio) ▶ Total cumulative vehicle delay ▶ Vehicle kilometres travelled or amount of greenhouse gas emissions ▶ Per-trip rate of serious and fatal injury crashes ▶ Auto driver mode share ▶ Percent of residents traveling to work by car ▶ Yearly change in average commute time for those driving to/from work

TOWN OF SAUGEEN SHORES

Transportation Master Plan



Appendix A – Community Engagement Program

Contents

- 1 Notice of Study Commencement
- 2 Study Contact List
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- 4 Stakeholder Meeting Presentation
- 5 Phase 1 Summary Report
- 6 Alternative Planning Strategies Survey
- 7 Notice of Public Information Centre
- 8 Public Information Centre Display Boards
- 9 Public Information Centre Comments
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1 Notice of Study Commencement

NOTICE OF STUDY COMMENCEMENT

Town of Saugeen Shores Transportation Master Plan Study

The Town of Saugeen Shores has initiated a study to develop a Transportation Master Plan (TMP) for the Town.

WHAT IS A TRANSPORTATION MASTER PLAN?

A transportation master plan is one of several strategic policy documents that direct how a municipality will grow and develop over the long term. It works together with a municipality's Official Plan, which directs land use and development patterns, as well as other master plans such as those concerning municipal servicing, parks and recreation, and economic development. Generally, transportation master plans examine current traffic and transportation issues within a community, assess existing and future growth patterns, determine the need for transportation improvements, and establish policies to establish and maintain the needed transportation network.

PROCESS

The Saugeen Shores Transportation Master Plan Study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Ontario *Environmental Assessment Act*. The study will follow a comprehensive multi-modal transportation master planning approach, which will include developing a transportation vision for the Town.

PUBLIC CONSULTATION

Public consultation is a key component of the Saugeen Shores Transportation Master Plan Study. The Town plans to engage residents, stakeholders, visitors and members of the public as the study progresses and will issue notices through a variety of channels to advise of upcoming events. If you are interested in providing input, you can complete the study online. You can also visit the project website at <https://www.saugeenshores.ca/en/our-services/transportation-master-plan.asp> to follow and learn more about this important study.

Please contact the Town's project manager if you wish to provide comments or to be added to the study contact list:

Ms. Amanda Froese, P.Eng.
Director of Infrastructure and Development Services
Town of Saugeen Shores
Box 820
600 Tomlinson Drive
Port Elgin, ON N0H 2C0
T. 519-832-2008 x119, Toll Free: 1-866-832-2008 x119
F. 519-832-2140
E. tmpstudy@saugeenshores.ca



This notice was first issued on August 28th, 2018 and reissued on December 10th, 2018.



Classifieds

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Wood, Coal,
Oil etc.

Wood, Coal,
Oil etc.

Miscellaneous

Miscellaneous

Miscellaneous

Public Notices

Public Notices

Public Notices

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Public Notices

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Rick Hodgins
519-353-7185

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Mixed Loads Welcome
Call 519.366.2326 ask for Mike

Garage Sales
Flea Markets

Garage Sales
Flea Markets

215 Edward St. • Southampton
Saturday, September 1, • 8am - 3pm
home decor, kitchen stuff, jewelry,
scarves, books, knitting needles, yarn,
collectable, antiques, garden decor,
decorative milk glass plates.

Indoor/Outdoor Garage Sale
206 Beacon Lane • Southampton
Saturday, Sept 1 • 9am - 1pm
Circular antique desk, pine kitchen table
with 6 chairs, beautiful outdoor table with 6
upholstered chairs, household items and
much much more!

MOVING GARAGE SALE
502 Andrew St. • Port Elgin
Sat., Sept. 1 • 8 am - ??

Auto for Sale

Auto for Sale

2001 JEEP TJ SAHARA
As Is • \$3000
519-832-9756

Miscellaneous

Miscellaneous

\$5 SPECIAL THURSDAY

Place your
classified word ad
at the
Shoreline Beacon office
for only \$5.
3 lines maximum.

Announcements &
Garage Sales
not included.

Cannot be combined with
any other offers/coupons.

CLASSIFIED DEADLINE
Please note that the deadline to
book a Classified Word Ad at our
Shoreline Beacon office is 10 am
Friday unless otherwise posted
(eg: early deadline due to a long
weekend). Between 10 am and 2
pm, classified word ads can be
processed by calling our call
centre at 1-888-786-7821.

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Brian McCurdy 519.986.1781 /
519.375.0958

Apartments

Apartments

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Houses for Rent

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Appliances included
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Careers

Georgian Family Dentistry in
Owen Sound requires a full time,
Level II CDA. Applicant must be well
spoken, personable and eager to
learn. This position requires working
some evenings and Saturdays. Wages
are commensurate with experience
and dedication. Resumes can be
emailed to kim_gfd@rogers.com or
delivered to **Suite 1022--1415 1st Ave**
West, Owen Sound.

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Snowstopper
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Ephraim Zook
Sawmill
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Grey Rd # 3,
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Collectibles



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using our
online
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peninsula
.adperfect.com

Online only
and print/online
combos available!
Save \$\$\$ placing
an ad yourself!

Restaurant/Hotel

Swiss Chalet
Harvey's, Hanover
is Hiring, from
\$14.00 to \$17.50
per hour. APPLY
TODAY!! Call 519-
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Hanover or Email
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er@protonmail.com

Other Services

Paranormal Group
looking for haunted
homes to investigate.
Free & confidential.
[ship.investigators@
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**PLACE
AN AD**

Attract ATTENTION

to your Garage Sale

Call to place your ad today!



NOTICE OF STUDY COMMENCEMENT

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A transportation master plan is one of several strategic policy documents that direct how a municipality will grow and develop over the long term. It works together with a municipality's Official Plan, which directs land use and development patterns, as well as other master plans such as those concerning municipal servicing, parks and recreation, and economic development. Generally, transportation master plans examine current traffic and transportation issues within a community, assess existing and future growth patterns, determine the need for transportation improvements, and establish policies to establish and maintain the needed transportation network.

PROCESS

The Saugeen Shores Transportation Master Plan Study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Ontario *Environmental Assessment Act*. The study will follow a comprehensive multi-modal transportation master planning approach, which will include developing a transportation vision for the Town.

PUBLIC CONSULTATION

Public consultation is a key component of the Saugeen Shores Transportation Master Plan Study. The Town plans to engage residents, stakeholders, visitors and members of the public as the study progresses and will issue notices through a variety of channels to advise of upcoming events. If you are interested in providing input, you can complete the study online. You can also visit the project website at <https://www.saugeenshores.ca/en/our-services/transportation-master-plan.asp> to follow and learn more about this important study.

Please contact the Town's project manager if you wish to provide comments or to be added to the study contact list:

Ms. Amanda Froese, P.Eng.
Director of Infrastructure and Development Services
Town of Saugeen Shores
Box 820
600 Tomlinson Drive
Port Elgin, ON N0H 2C0
T. 519-832-2008 x119
Toll Free: 1-866-832-2008 x119
F. 519-832-2140
E. tmpstudy@saugeenshores.ca



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- 4 McGivern St. West, Walkerton,
1-519-881-2113, Duffy.

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Wanted

General Help
Wanted

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Southampton Legion
Send resume to
Royal Canadian Legion
13 Grosvenor St. N, Southampton, ON
N0H 2L0

Place your ad TODAY!

1-888-786-7821

2 Study Contact List

Company	Contact Name	Title	Address	City, PR, PC	Email	Phone
Municipality						
Town of Saugeen Shores	Linda White	Clerk	PO Box 820, 600 Tomlinson Drive	Port Elgin, ON N0H 2C0		p: (519) 832-2008 x104
Saugeen Shores Fire Department	Phil Eagleson	Fire Chief	Box 1000, 612 Emma Street	Port Elgin, ON N0H 2C0		p: (519) 389-6120
Saugeen Shore Police Services	Mike Bellai	Police Chief	620 Tomlinson Drive	Port Elgin, ON N0H 2C0		p: (519) 832-2500
Saugeen Mobility and Regional Transit			603 Bruce Road 19	Walkerton, ON N0G 2V0		p: (519) 881-2504
County and Municipal Agencies						
County of Bruce	Donna Van Wyck	Clerk	30 Park Street, PO Box 848	Walkerton, ON N0G 2V0	dvanwyck@brucecounty.on.ca	p: (519) 881-1782 x310 f: (519) 507-3030
County of Grey	Heather Morrison	Clerk	595 9th Avenue East	Owen Sound, ON N4K 3E3	heather.morrison@grey.ca	p: (519) 372-0219 x1376
Municipality of Kincardine	Donna MacDougall	Clerk	1475 Concession 5, R.R. #5	Kincardine, ON N2Z 2X6	clerk@kincardine.net	p: (519) 396-3468 x7112
Municipality of Arran-Elderslie	Peggy Rouse	Clerk	PO Box 70	Chesley, ON N0G 1L0	clerk@arran-elderslie.ca	p: (519) 534-2092 x118
Town of South Bruce Peninsula	Cherry Wyonch	Deputy Clerk	315 George Street, PO Box 310	Warton, ON N0H 2T0		p: (519) 534-1400 x120
Town of South Bruce Peninsula	Lara Widdifield	Director of Public Works	315 George Street, PO Box 310	Warton, ON N0H 2T0	tsbpcwmanager@bmts.com	p: 519-534-1400
Municipality of Brockton	Fiona Hamilton	Clerk	Box 68, 100 Scott Street	Walkerton, ON N0G 2V0		p: (519) 881-2223 x124
Municipality of South Bruce	Leanne Martin	CAO/Clerk	PO Box 540, 21 Gordon Street East	Teeswater, ON N0G 2S0	clerk@town.southbruce.on.ca	p: (519) 392-6623
Municipality of Northern Bruce Peninsula	Mary Lynn Standen	Clerk	56 Lindsay Road 5, R.R. #2	Lion's Head, ON N0H 1W0	clerk@northernbruce.ca	p: (519) 793-3522 x229
Township of Huron-Kinloss	Emily Dance	Clerk	21 Queen Street, PO Box 130	Ripley, ON N0G 2R0	edance@huronkinloss.com	p: (519) 395-3735 x123
Provincial Agencies						
Ministry of the Environment, Conservation and Parks Owen Sound Area Office	Ian Mitchell	District Engineer	3rd Floor, 101 17th Street East	Owen Sound, ON N4K 0A5	ian.mitchell@ontario.ca	p: (519) 371-6191
Ministry of the Environment, Conservation and Parks Southwestern Region London Regional Office	Teresa Lannin	Senior Communications Advisor	733 Exeter Road	London, ON N6E 1L3	teresa.lannin@ontario.ca	p: (519) 873-5119
Ministry of Transportation			Exeter Road Complex 4th Floor, 659 Exeter Road	London, ON N6E 1L3		
Ministry of Health and Long-Term Care Grey Bruce Health Unit	Bev Middleton	Public Health Inspector	101 17th Street East	Owen Sound, ON N4K 0A5	publichealth@publichealthgreybruce.on.ca	p: (519) 376-9420 f: (519) 376-5043
Ministry of Health and Long-Term Care Grey Bruce Health Unit	Jason Wepppler	Health Promoter	101 17th Street East	Owen Sound, ON N4K 0A5	j.wepppler@publichealthgreybruce.on.ca	p: (519) 376-9420 x1408
Ministry of Natural Resources and Forestry	Ken Mott	District Planner Bruce, Grey, Simcoe and Dufferin Counties	2284 Nursery Road	Midhurst, ON L9X 1N8	ken.mott@ontario.ca	p: (705) 725-7546
Waterfront Regeneration Trust	Marlaire Koehler	Executive Director	4195 Dundas Street West, Suite 227	Toronto, ON M8X 1Y4	mk@wrtrust.com	p: (416) 943-8080
Federal Agencies						
Department of Fisheries and Oceans - Habitat Management and Enhancement Division		Ontario Region	520 Exmouth Street	Sarnia, ON N7T 8B1		p: (519) 383-1809
Environment and Climate Change Canada - Ontario Region		Ontario Region	4905 Dufferin Street	Toronto, ON M3H 5T4		
Canadian Transportation Agency		Ontario Region	4900 Yonge Street, Suite 300	North York, ON M2N 6A5		p: (416) 952-7895
Innovation, Science and Economic Development Canada			C.D. Howe Building 235 Queen Street, 4th Floor	Ottawa, ON K1A 0H5		
First Nations/Métis						
Saugeen Ojibway Nation SON Environmental Office	Doran Ritchie		25 Maadookii Subdivision R.R. #5	Warton, ON N0H 2T0	d.ritchie@saugeenojibwaynation.ca	p: (519) 534-5507 x226 f: (519) 534-5525
Saugeen First Nation	Cheree Urscheler	Band Administrator	6493 Highway 21, R.R. #1	Southampton, ON N0H 2L0	sfn@saugeen.org	p: (519) 797-2781 f: (519) 797-2978
Chippewas of Saugeen First Nation No. 29	Chief Lester Anoquot		6493 Highway 21, R.R. #1	Southampton, ON N0H 2L0	lanquoat@saugeenfirstnation.ca	p: (519) 797-2781 f: (519) 797-2978
Saugeen First Nation	Brad Ritchie	Economic Development Officer	9 Indian Agency Road	Southampton, ON N0H 2L0	brad.ritchie@saugeen.org	p: (519) 797-2781 x1500
Chippewas of Saugeen First Nation No. 29						
Historic Saugeen Metis	George Govier	Lands and Resource Coordinator	204 High Street, Box 1492	Southampton, ON N0H 2L0	saugeenmetisadmin@bmts.com	p: (519) 483-4000 f: (519) 783-4002
Historic Saugeen Metis	Chris Hachey	Assistance Coordinator, Lands, Resources and Consultation	204 High Street, Box 1492	Southampton, ON N0H 2L0	hsmasstricc@bmts.com	p: (519) 483-4000
Chippewas of Nawash Unceded First Nation	Joselyn Keeshig	First Nation Administrator	135 Lakeshore Boulevard	Neyaashinigmiing, ON N0H 2T0	cnadministrator@nawash.ca	p: (519) 534-1689 f: (519) 534-2130
Chippewas of Nawash Unceded First Nation	Chief Gregory Nadiiwon		R.R. #5	Warton, ON N0H 2T0	chiefsdesk@nawash.ca	p: (519) 534-1689 f: (519) 534-2130
MNO Great Lakes Metis Council	James Wagar	Consultation Assessment Coordinator	380-9th Street East	Owen Sound, ON N4K 1P1	jamesw@metisnation.org	p: (519) 370-0435 f: (519) 370-0436
MNO Great Lakes Metis Council	Pete Couture		380-9th Street East	Owen Sound, ON N4K 1P1	consultations@metisnation.org	p: (519) 370-0435 f: (519) 370-0436
Conservation Authority						
Saugeen Valley Conservation Authority	Erik Downing	Manager, Environmental Planning & Regulations	1078 Bruce Road 12, Box 150	Formose, ON N0G 1W0	e.downing@svca.on.ca	p: (519) 367-3040 x241 f: (519) 367-3041
Utilities						
Eastlink	Dan Oswald		77 Main Street	Lions Head, ON N0H 1W0	dan.oswald@corp.eastlink.ca	p: (519) 793-3111
Union Gas	Tom Byng	Manager, Contracting and Customer Support	50 Keil Drive North	Chatham, ON N7M 5M1	storage.transportation@uniongas.com	p: (519) 436-5386 x5005386

Company	Contact Name	Title	Address	City, PR, PC	Email	Phone
Bruce Telecom			3145 Highway 21, PO Box 80	Tiverton, ON N0G 2T0		
Westario Power			24 Eastridge Road, R.R. #2	Walkerton, ON N0G 2V0		p: (519) 507-6937
Other Agencies						
Bluewater District School Board	Jamie Pettit	Communications Officer	PO Box 190, 351 1st Avenue North	Chesley, ON N0G 1L0	communications@bwdsb.on.ca	p: (519) 363-2014
Bruce Grey Catholic District School Board	Doreen Schultz	Communications Officer	799 16th Avenue	Hanover, ON N4N 3A1	doreen_schultz@bgcdsb.org	p: (519) 364-5820
Saugeen District Secondary School	Melissa McEwen	Principal	780 Gustavus Street	Port Elgin, ON N0H 2C4		p: (519) 363-2014
Ecole Port Elgin Saugeen Central School	Karen Spragg	Principal	504 Catherine Street	Port Elgin, ON N0H 2C1	karen_spragg@bwdsb.on.ca	p: (519) 832-2091
Northport Elementary School	Suzanne Kennedy	Principal	1000 Waterloo Street	Port Elgin, ON N0H 2C2		p: (519) 832-2038
G.C. Huston Public School	Hugh Morrison	Principal	61 Victoria Street N	Southampton, ON N0H 2L0		p: (519) 797-3241
G.C. Huston Public School	Terra Luscombe	Co-Chair of Parent Council - The School and Community Committee (SCC)	61 Victoria Street N	Southampton, ON N0H 2L0	t.luscombe@publichealthgreybruce.on.ca	
St. Joseph's Catholic School	Keith Walsh	Principal	584 Stafford Street	Port Elgin, ON N0H 2C1		p: (519) 389-5495

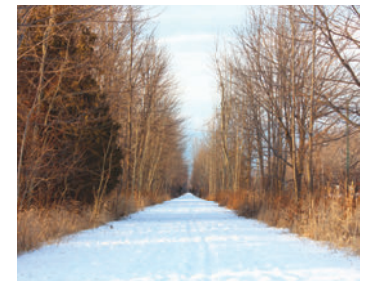
3 Pop-Up Event Materials



Saugeen Shores Transportation Master Plan

We want your input on the Transportation Master Plan for Saugeen Shores

- The Town of Saugeen Shores initiated the “Saugeen Shores Transportation Master Plan” in July 2018 by retaining Paradigm Transportation Solutions Limited and GSP Group as the consultant team to undertake the study.
- The consultant team is holding “pop-up” sessions in Southampton and Port Elgin as part of the program for engaging the community and to get input from residents and visitors.
- We want to hear your thoughts on this information-gathering part of the process.





Saugeen Shores Transportation Master Plan

What is a transportation master plan?

It is a comprehensive strategy for moving people ...

- A transportation master plan is one of several strategic policy documents that direct how a Municipality will grow and develop over the long term.
- It works together with a Municipality's Official Plan, which directs land use and development patterns, as well as other master plans such as those concerning municipal servicing, parks and recreation, and economic development.
- Generally, transportation master plans:
 1. Assess existing and future growth patterns,
 2. Determine the need for transportation improvements, and
 3. Establish policies to establish and maintain the needed transportation network.

Why is one needed for Saugeen Shores?

Saugeen Shores is growing and future growth needs a comprehensive strategy

- The Town currently has a population of approximately 14,000 people living in the two urban communities of Port Elgin and Southampton and the adjoining rural area.
- The Town's population is projected to expand to approximately 19,000 residents by 2031, an increase of more than 35% over the next 13 years.
- The Town benefits from a multi-modal transportation network comprising roadways, sidewalks, and bicycle paths and trails. It also includes Provincial Highway 21, which traverses the urban communities of Saugeen Shores and serves as an important goods movement corridor.
- The municipality is responsible for the ongoing maintenance and operation of local roads and active transportation facilities.
- With the Town poised for continued prosperity and growth, it requires a strategy to meet future transportation needs.
- The Town of Saugeen Shores' Official Plan does set out broad transportation system objectives, but it does not articulate a comprehensive transportation plan for serving planned growth.
- Town staff also requires guidance to resolve more immediate transportation concerns raised by local constituents and address considerations regarding further development within the Town.
- The Saugeen Shores Transportation Master Plan will address these needs.





Saugeen Shores Transportation Master Plan

What will it study?

It looks at existing conditions and future needs ...

- The Saugeen Shores Transportation Master Plan will assess the existing transportation and road network to identify potential improvements to meet current and future needs.
- Ultimately, it will provide a policy framework to support sustainable transportation practices and livable communities as Saugeen Shores grows over time.
- In delivering this policy framework, the plan is expected to:
 1. Create a balanced transportation system that supports active and alternative transportation options, including sustainable choices like walking and cycling;
 2. Identify and propose ways to mitigate current and future road capacity issues;
 3. Promote consistent road classifications and design standards across the Town while also recognizing the uniqueness of each location served by these roadways;
 4. Provide supporting policies on matters related to the design and operation of the transportation network, including such things as municipal parking, traffic calming, signing, and pedestrian crossings; and
 5. Itemize infrastructure requirements for building and maintaining the Town's transportation network in the short, medium and long-term.

What is the process and timelines?

It will run through 2018 and 2019 ...





Saugeen Shores Transportation Master Plan

How do I get involved and provide input?

Getting your input is an essential component of the Transportation Master Plan

- The study's public engagement program has been designed to encourage meaningful, two-way communication so that the final plan is based on a "Made in Saugeen Shores" approach to transportation that aligns with the Town's vision and unique community features.
- This will include opportunities to converse with the consultant team and staff and provide input on ideas and recommendations through a series of "pop-up" sessions and open houses.

Ways to get informed and involved include:

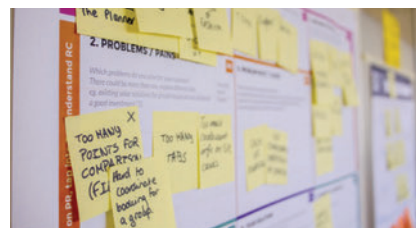
1. Check the Town's project for more information:
saugeenshores.ca/tmp
2. Keep up-to-date on the process by following the Town's Facebook and Twitter updates on the process and upcoming public engagement events.



3. Complete the survey to provide your thoughts on transportation needs:
saugeenshores.ca/tmpsury



4. Speak to someone directly about the project:
Amanda Froese, P. Eng. FEC
Director, Infrastructure and Development Services
Town of Saugeen Shores
600 Tomlinson Drive
Port Elgin, ON N0H 2C0
tmpstudy@saugeenshores.ca





Saugeen Shores Transportation Master Plan

Improvements to the road network
you think would help getting around by
DRIVING within Saugeen Shores...



Improvements to the pedestrian network
you think would help getting around by
WALKING within Saugeen Shores...



Improvements to the cycling network
you think would help getting around by
CYCLING within Saugeen Shores...



Other ideas and improvements...





Saugeen Shores Transportation Master Plan

What do we want to know today?

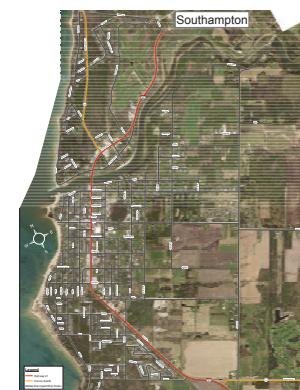
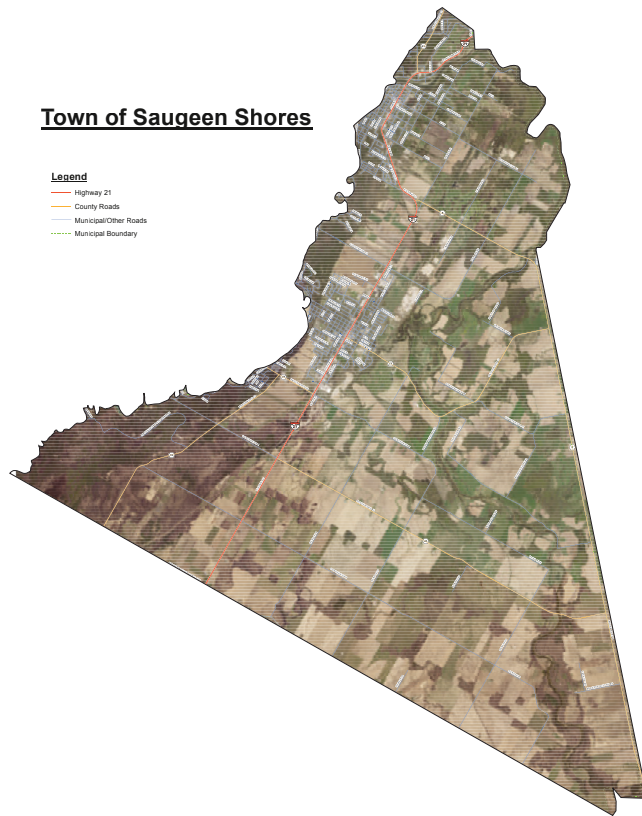
The first phase of the Transportation Master Plan focuses on information-gathering and understanding how people in Saugeen Shore get around their communities.

We want to know about:

1. Improvements to the road network you think would help getting around by **DRIVING** within Saugeen Shores
2. Improvements to the pedestrian network you think would help getting around by **WALKING** within Saugeen Shores
3. Improvements to the cycling network you think would help getting around by **CYCLING** within Saugeen Shores
4. Any other thoughts, ideas or opportunities you have about getting around Saugeen Shores, either today or in the future

Town of Saugeen Shores

Legend
— Highway 21
— County Roads
— Municipal/Other Roads
- - - Municipal Boundary



4 Stakeholder Meeting Presentation

Transportation Master Plan

Stakeholder Interviews

Heritage Committee, Rail Trail Association, Chamber of Commerce, Southampton Residents' Association, Waterfront Advisory Committee, REACT, Accessibility Committee, Bruce County

Kevin Muir, GSP Group

Gene Chartier, Paradigm

Amanda Froese, Town of Saugeen Shores

Agenda

1. Welcome and Introduction
2. Overview of the Study
3. Purpose of the 30 minute session
4. Questions to the group
5. Wrap – up

Purpose of the Meeting

To solicit feedback that can be incorporated into the study objectives that will ensure the end product addresses the concerns of Saugeen Shores, residents, business owners and visitors that relate to Transportation.

Objectives

1. Highlight specific matters that are of concern to the association/committee
2. Highlight specific areas within the Town that are of concern to the association/committee
3. Hear and record the concerns that can be reviewed, potentially incorporated and addressed (Addressed meaning, at the minimum explained if not implemented)

Question #1

Does your committee/association represent a specific group of individuals, if so please describe this group?

Question #2

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

Question #3

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

Question #4

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

Question #5

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

Thank you for participating.

For updates please check out <https://www.saugeenshores.ca/en/our-services/transportation-master-plan.asp>

Written submissions or questions to
tmpstudy@saugeenshores.ca

5 Phase 1 Summary Report



Town of Saugeen Shores Transportation Master Plan

Phase 1 Engagement Summary Report

January 2019



Contents

1	Background	1
2	Engagement Objectives.....	1
3	Phase 1 Engagement Program	2
4	Prevailing Messages	4

Appendices

Appendix A: “Pop-Up” Engagement Sessions (August 2018)

Appendix B: Transportation Master Plan Survey Results (August – October 2018)

Appendix C: November 2018 Stakeholder Group Sessions

1 Background

The Town of Saugeen Shores began the “Saugeen Shores Transportation Master Plan” in July 2018 with Paradigm Transportation Solutions Limited and GSP Group. A transportation master plan is one of many documents that directs a municipality over the long term. It works with a municipality’s Official Plan, which directs land use and development, as well as others concerning municipal servicing, parks and recreation, and economic development. Generally, a transportation master plan determines the need for transportation improvements and establishes policies for the future transportation network.

Public engagement involves reaching out and listening to the community in formulating such a plan. Engagement with the community and its stakeholders is a critical part of the Saugeen Shores Transportation Master Plan. The study’s public engagement program has been designed to encourage meaningful, two-way communication so that the final plan is based on a “Made in Saugeen Shores” approach to transportation that aligns with the Town’s vision and unique community features. This includes opportunities to provide input on the system today and ideas and recommendations for the future through a variety of formal and informal meetings, sessions, and conversations. This report summarizes the input and discussions heard through Phase 1 of the Transportation Master Plan, which ran from August to November 2018.

2 Engagement Objectives

Objectives provide the direction of the program and events to generate discussion and input and were defined at the beginning of the project. The engagement objectives are to:

1. **INFORM:** to get the word out regarding the project, schedule, events, milestones and availability of information.
2. **EDUCATE:** to provide a common level of understanding about the purpose, contents and role of a transportation master plan.
3. **CONVERSE:** to engage community stakeholders to discuss key challenges and opportunities within the community.
4. **REFINE:** to revise draft materials to better reflect what was heard and capture new and additional thoughts, opportunities and directions.
5. **SUPPORT:** to build consensus within the community for supporting the ultimate approval of the transportation master plan.

3 Phase 1 Engagement Program

Phase 1 of Transportation Master Plan was solely about information-gathering and conversations with the community. The purpose was to set a solid framework for preparing draft policies and strategies for the Transportation Master. Public engagement in Phase 1 included a range of different formats and locations to generate discussion and input, including the following.

(a) Town Website – INFORM & EDUCATE

The Town created a project-specific webpage on its website to provide background information and updates on the progress and next steps of the meeting. The webpage is found here:

<https://www.saugeenshores.ca/en/our-services/transportation-master-plan.asp>.

This page is meant to be updated as the study progresses into its next phases to inform the community and provide access to initial findings and draft documents. Emails sent to tmpstudy@saugeenshores.ca as well as emails previously sent to the Town were compiled and included as background information

(b) Social Media – INFORM & CONVERSE

The Town with the consultant team have been communicating with the community through the Town's social media feeds (Facebook and Twitter). In Phase 1 these feeds provided an avenue for providing information to community regarding the study's initiation, links to the Town's website for more information and to the online survey, and notices for the "Pop-Up" Sessions. Participants were also able to provide input and dialogue with other community members. A similar approach will continue for the next phases of the study. APPENDIX A of this Summary Report contains a complete list of the comments and conversations provided through social media.

(c) "Pop-Up" Sessions – INFORM, EDUCATE, CONVERSE & SUPPORT

The consultant team and the Town held "Pop-Up" sessions in Southampton and Port Elgin to engage and get input from residents and visitors within the community. They were held on consecutive nights in Southampton (August 30, 2018) and Port Elgin (August 31, 2018) in outdoor public spaces. Display panels

provided information on the purpose of the study as well as allowed participants to directly provide comments. These sessions were targeted to more informal conversations between the community and the consultant team and Town. Altogether, there were approximately 300 to 400 people engaged through these sessions. APPENDIX A of this Summary Report contains a complete list of comments received and input heard at these two sessions.

(d) Online Survey – CONVERSE

The consultant team prepared an online survey that was open from August to October 2018. The survey, comprised of 20 questions, gathered information concerning the participant's community, demographics, and travel habits (driving, walking and cycling) as well as providing for open thoughts on transportation improvements needed throughout the Town for different travel modes. A total of 364 participants completed the survey. APPENDIX B of this Summary Report contains a complete summary of the results of the online survey with graphs and complete lists for open-ended questions.

(e) Community Stakeholder Sessions – EDUCATE, CONVERSE & SUPPORT

The Town and the consultant team held small, targeted group conversations with nine different interest groups on November 1, 2018. This included heritage groups, resident and business associations, active transportation groups, Bruce County staff, Town staff and Council representatives. These short (30 minute) sessions were focused on five questions concerning representation, transportation interests, and general thoughts about transportation in the community. APPENDIX C of this Summary Report contains a complete summary of the responses of each of the nine groups.

4 Prevailing Messages

Community response to Phase 1 of the Transportation Master Plan was impressive and provided an abundance of information and input for the consultant team. Altogether there were upwards of 1,000 comments, responses and conversations throughout the first phase of the project. These comments and responses, as they were heard from the community, are provided in the appendices of this Summary Report. Synthesizing this input, the following series of common messages or themes, in no particular order, emerged from the community input and conversations.

1. The Transportation Master Plan needs to be a long-range document that informs decisions related to planning and growth of the community. It needs to provide expectations moving forward and be flexible enough to account for changes in the community and transportation trends and technology.
2. Traffic volumes and delays along Highway 21 through Port Elgin and Southampton are a frustration and concern shared by most people. July and August are particularly difficult for residents as the increasing levels of visitors over the years affect travel habits and movements of residents for day-to-day errands. Also, many feel the difficulties of travelling on Highway 21 are trickling down to side streets as people find alternative routes, on roads they feel are not meant for that type of traffic.
3. Related to the above Highway 21 congestion, a higher order by-pass route is a very common message that was received. Such a by-pass was intended by respondents to provide an alternative route for traffic (both automobile and truck traffic) to by-pass Highway 21 through Port Elgin and Southampton where those communities are not the destination. There are numerous routing options suggested through the engagement process.
4. Some form of public transportation is important for those people in the community that do not own a car or are not able to drive. This is particularly important between Port Elgin and Southampton given the interconnections of these communities, but it also was considered for other areas of Saugeen Shores. Seniors, those with disabilities and service industry employees were noted as particularly affected by the lack of public transportation. Alternatives, such as taxis, are expensive when one must use on a more regular basis for daily tasks and travel.

5. Support and praise for the off-road trails and pathways in Saugeen Shores, including the Rail Trail and lakefront pathways, was common. There is, however, an expressed desire to “complete” this foundation of trails and pathways through the infilling of missing links, addition of connections to surrounding communities, and linkages to on-street active transportation routes. This is meant in the interest of providing a complete north-south and east-west active transportation system through Saugeen Shores.
6. The Rail Trail crossing of Highway 21 near Hi-Berry Farms was repeatedly and specifically referenced as a safety concern for trail users. Posted and travelled speeds of passing traffic, the bend in the road, and lack of definition were commonly cited concerns. Common suggestions included a trail overpass of Highway 21 or realignment of the trail to a safer location.
7. A more balanced consideration and incorporation of active transportation modes of travel is generally desired as part of the study and street improvements moving forward. More dedicated bike lanes on major routes are desired to provide for safer and more defined travel for cyclists. As well, more sidewalks and more continuity of sidewalks is desired through the communities, particularly to pedestrian-oriented destinations like schools and main streets. Such an on-street system of bike lanes and sidewalks is desired to allow people to walk or cycle in multiple directions and to multiple destinations through the communities of Port Elgin and Southampton.
8. The desire for the maintenance of the character of the older cottage areas in Port Elgin and Southampton was common. Concerns related to the application of a “one size fits all” road design or “urban” and “suburban” standards not being appropriate for such areas. In these instances, the widening of streets and the installation of new sidewalks and curbs were often specifically raised as a concern concerning the erosion of the character of these areas. Several suggestions related to the establishment of “character areas” throughout Port Elgin and Southampton where designs specifically address localized conditions of existing character.
9. Parking for the summer crowds and beach destinations was a frequently cited concern. Parking by visitors on residential side streets is an ongoing frustration for many respondents and makes it difficult for residents in those areas. Common public parking lots targeted to beach visitors, further time limits on on-street parking,

and paid parking in the beach areas were all suggested to address this issue.

10. Speeding was a concern raised both generally and in specific locations within Port Elgin and Southampton. This includes both the main routes, such as Highway 21, as well as the side streets that residents feel are receiving further traffic flows for people “short-cutting” traffic. Enforcement of speeding was generally referenced as lacking. The multitude of changes to the posted speed zone along the different sections of Highway 21 are confusing to drivers, particularly for visitors.
11. There was a general frustration of many regarding people on bicycles not obeying the “rules of the road”. Particularly, this related to people riding bicycles on sidewalks, posing a safety risk to more vulnerable pedestrians using the sidewalks. Better education and enforcement of by-laws regarding such situations was commonly suggested.
12. Numerous specific “hot spots” were cited throughout Saugeen Shores, particularly Port Elgin and Southampton, concerning more particular transportation and traffic issues. This covered a broad range of considerations in certain locations, including pedestrian safety concerns, the condition of sidewalks, lane markings, the timing of stoplights, the configuration of stop controls, speeding traffic, and other maintenance matters.

Appendix A

“Pop-Up” Engagement Sessions (August 2018)

(A) Social Media Conversations about the “Pop-Up” Sessions (August/September 2018)

- We need to work on getting people through our towns faster. Highway 21 needs to be 4 lanes.
 - o There just isn't space unless we lose all parking
 - o We do not need the parking along the Southampton market. They have lots in the back. Sadly you are right for Port Elgin it would have to stay the way it is. But once you leave down town there is space to grow
 - o I found it much busier this summer. I end up take back streets to get around going past High St.
 - o 4 lanes through towns would be disastrous. That equates to speed.
 - o It was busier, only because of the weather. When it is hot everyone goes to the beaches. Sauble, Port Dover, Turkey Point, all busier this year.
- Public transport !!!!
- I am not sure who I need to talk to about our on going trouble we are having trying to get off our Morpeth St in Southampton. Turning left onto 21 or crossing the street is next to impossible most time to do. I thought we were getting traffic lights when Tim Hortons came in. Years later still nothing and now the traffic is so long going both ways. I hope something can be done about this.
- We need the Trolley to run yr round ! It shouldn't just be the tourists that get to go between the 2 towns during the summer. Town ppl need this service all the time!
 - o I second this!
 - o A second trolley in the summer and extended hours for events like pubkin crawl etc
 - o which is Public transport !!
 - o That's funny... I just mentioned this the other day to my husband. I agree with at least trying this for a couple of years to see how it goes over as I know a lot of seniors who don't drive anymore and others who don't own cars that this could be very useful for them to get around for doctors and hospital tests and such. There should be a more affordable option for people than taking a cab or the mobility services that cost quite a bit for those on fixed incomes.
 - o Agreement
 - o Instead of big city busses, just get a couple smaller half length ones.

- Stop putting red lights every five feet...
 - o I'm aware of the housing boom, and new roads, but there are 8, soon to be 9 sets of lights and then cross walks in 5kms of highway just in Port Elgin. A Kincardine style bypass is needed but theres no where good to put it anymore
 - o 11 if you count McD's and Ralph's crossing. Caw, Walmart, Icbo, mcd's, ralphs, Gustavus, Green, market, bowling alley, Wt auto(new light@Devonshire) and Independent light. We need 2 lanes and less lights. Honestly. It's causing high traffic that are diverting and driving like hell on the side streets to get ahead at peak drive times. And driving through Port Elgin is starting to be a brutal as down town Owen Sound That brings in a whole can of worms for down town parking. But angled parking on the east/west running side streets might be a consideration. For how few spots are needed to replace the current ones it's a simple idea to look at Port Elgin is a breeze to drive through. It's nothing compared to Owen Sound lol. Owen Sound is terrible
 - o It's actually becoming terrible here at any point of the day that has more than a slight dribble of traffic.
 - o It's not horrible in my opinion. Summer can be, yes. But we have bricker and Wellington. Winter, non issue really.
 - o I'm on Wellington & Maple. It's a Highway at times. People blowing stops on Maple & really bad ones on Louis St as they burn rubber up to Queens Bush area. Also all the side streets after Pierson on the East of 21 turn into collector lanes for Bricker. Some fairly high speeds being achieved in the short distance of travel. The amount of traffic that is diverting onto the side streets isn't really the issue. It's the erratic, in a rush, can't slow down, speed like hell drivers trying to blast across town and beat the grind on 21. I know because I'm a Very FAST driver, just that I save it for the highway and open areas. I recognize the sound of tires chirping and throttle plates wide open. Cars shifting 3 or 4 gears in town = more than 50km/hr. Doesn't justify my speeding either. But at least I'm honest about it.
 - o My uncle is on Louis and would attest to the speed of cars whistling by heading East in the afternoons. I see the blowing the stop on Wellington, and nearly having several collisions with a few of them since 2011.
- You could start by opening the Mill Creek Bridge which has been closed since February and was supposed to be completed in early June! #PoorPlanning #NoOversight
- Traffic light between Tim Horton's Southampton and the Rexall drugstore so people can cross safely and for those who have no transportation to Port Elgin should be a bus with a monthly bus pass to pay for the gas involved. Bus stops, of course, could be where the Trolley pickups are...
- Although most people are not in favour of more traffic lights, lights at Concession#10 and Highway#21 , would be helpful, it is really hard to

get across the highway , particularly in the summertime. Driving east on the 10th Concession I often use the grocery store driveway entrance off of the 10th Concession go through the grocery store parking lot to use the traffic lights. Traffic will increase since new residential lots have been created on the south/west side of the 10th Concession. Please add for discussion , thank you.

- o 100% agree. There is space at that intersection for a Round-a-bout.
- Please, please, please put some kind of light/ crosswalk where the Rail Trail bike path crosses 21!
 - o I'm worried my kids will get killed there! Safety first
 - o Need a flyover there. (Bridge) And a turning lane at Hi Berry!!!!!!!!!!!!
- Traffic circles love them or hate them work. I can see 2 lights that could be replaced by them
- Could I suggest having a popup prior to the fireworks.
- School busses for the in town kids. There are parking shortages at all the elementary schools causing dangerous situations for the children, and the winter time is too dicey to have the young kids walking.
 - o Less traffic would also be great for all the people who live across from elementary schools. Having to avoid coming home or leaving home due to tons of traffic dropping off & picking up children.
- We need our train back
- Traffic circles, they are everywhere in europe and it works great.
 - o They suck but they work! If people catch on to them that is. It's brutal when people don't GO!!!! The CAW and LCBO lights would honestly be prime places for them if they would fit the space
- How about traffic lights timed for flow? With adjusted timing for tourist times in the summer.
- In the summer it is impossible to pull out from McNabb onto HWY 21 safely. In my opinion, There is space here for a round-a-bout. It would also help calm traffic speeds on hwy 21.
- It is extremely dangerous to cross HWY 21 at Adelaide from Rexall to Subway. There needs to be at least a crosswalk, perhaps with an advance warning from northbound traffic on Hwy 21.
 - o Agreed
- The Hwy 21 speed limit at the South St intersection is 80km/hr. I have people deliberately speed up and tailgate me just because they can. I want that speed to be lowered to 60km around that bend.
 - o That can be a tough spot and tricky in winter too! Also blocking Green St to hold a market. It's one of the main intersections, it's a protected turn for turning left against traffic, it has about 20% of the down town parking spaces in that stretch from Waterloo to Goderich, And we already had an established market at the beach that needed Green St traffic to support it.

- o Brilliant!!! Hi berry traffic and also the rail trail are certainly 2 big ones. Moving the 60k sign to the Port end of Sparks' corner wold help those 3 intersections a bit especially in winter.
- o Have you attended the farmers market? It's very different to the flea market at the beach.
- o Won't catch me there. It's absurd to block that corner. Why can't it be at the beach too?
- We do not need to lower the speed to 60 that is crazy. We almost never get to the speed of 80 on the best of times. All lights on 21 should stay green on till a car comes up on the side street that will turn the light red. Just like at the bowling alley in Port Elgin. Keep the traffic moving. But we do need to address how hard it is to get onto 21 from a side street in Southampton.
- North bound Goderich St at Irvings Dr. The left lane is always clogged by people turning left. There needs to be a dedicated left turn lane there, widening the street to maintain 2 full lanes northbound. In the meantime, give the northbound an advanced green so that people can turn left!!!
 - o Agreed
- Port Elgin needs a bypass like Kincardine got in the 1980s. It would ease some congestion in town.
- I would love a sidewalk along all of Eastwood. It's a very busy road and now there's lots of small kids along it. Maybe a kids at play sign too.
 - o Crossing Highway 21/Goderich Street at Mill Street is a nightmare at anytime of the year - why don't drivers stop on Goderich Street at mill street for pedestrians and allow them to cross the highway??? Also like to see the following put into the Saugeen Shores Transportation Plan: Develop a complete streets approach to pedestrians. The Town should consider strategies to benefit all pedestrians, particularly senior citizens and those with disabilities by including:
 - Pedestrian lights with longer countdowns and walking times (reduce walking speed assumptions from 1.2 m/sec to 0.73 m/sec)
 - Every traffic light should require an auditory signals at pedestrian/traffic lights
 - Shorter crossing distances
 - Pedestrian countdown signal timers
 - Additional lighting at intersections with high night-time pedestrian demand (Mill Street at night on the south side (near Ashanti cafe is very dark)
 - Widened sidewalks to accommodate mobility aids
 - Removal of snow and ice as a priority
 - Pedestrian crossing islands

- The Town of Saugeen Shores should put in place strategies to prevent collisions occurring where pedestrians are walking along the road. Some of these strategies include:
 - o Developing new communities that provide sidewalks - especially those older neighbourhoods (example: Arlington Street - from Gustavus to Brentwood - NO SIDEWALKS)
 - o Adding sidewalks in existing communities
 - o Building roads with paved shoulders a minimum of 4 feet (1.8m) wide
 - o Building communities with continuous and connected sidewalks along both sides of the street
 - o Ensuring that sidewalks continue through driveways which are prohibited from being blocked
 - o Providing double-sided lighting along both sides of arterial streets
 - o Marked crosswalks at all four legs of an intersection
- Additionally for walkers and pedestrians - more street signage informing those of all ages riding bicycles, and skateboards - stop - get off and walk their bike or skateboard on all sidewalks downtown centers and on Port Elgin Promenade - Boardwalks etc.
- Local police force continue to have "Safety" rodeos for scooters and motorized wheel chair users regarding speed on sidewalks with pedestrians and informing them of not being a vehicle and being allowed on roads.
- Also more police presence and patrols in Spring and Summer and Fall in downtown cores to inform those on "wheeled" transportation regarding walking their bikes and skate boards. And for motorized wheel chairs or scooters to slow down and be aware of pedestrians and safety for all on sidewalks and roads. Informing scooter users they are not a vehicle - they are riding a scooter - not an automobile.
- More streets with side walks, and a bus service
- Desire for an advanced green turn signal at the light at the Circle K store during the after work rush hours
- Sequence the lights better in summer so traffic moves better through town
- CR 25 speed limits too high
- CR 25 bus traffic increase and the wide turning into oncoming traffic not welcomed.
- Lack of main street parking
- Hwy 21 by pass should begin planning. Many referred to the success of Kincardine's bypass which has let the downtown develop and be more people friendly. Travellers who want to visit Port Elgin will get off.
- Get resident buy in before automatically upgrading roads to "city"

standards “ (curbs and gutters) whenever road resurfacing or infrastructure installation takes place. (ie. storm water or sanitary sewers) was a frequent comment for Bakers subdivision residents.

- Walking and biking lanes were very popular and residents expect impediments to safety like unnecessary intersecting cross roads or access / egress points for cars to be avoided.
- Golf cart use on roads needs better enforcement
- Main beach car parking lots need better drainage and lighting improvements
- Rebuilding the main beach pier for a walking promenade extension
- County Rd. 25 improvements should use a round about vs a traffic light and have no stop signs on CR 25 at proposed intersections
- Stop signs in use between Hwy 21 and the main beach should be upgraded to catch drivers attention to avoid T Bone collisions
- One day a week in summer the downtown core should become a pedestrian mall for a half day.

(B) Comments from Southampton “Pop-Up” Engagement (August 30, 2018)

- Traffic lights needed at McNabb and Highway 21
- Consider one way streets in some other locations
- Should have 80 km/h speed south of South Street
- Advance left turn light needed at Giant Tiger Plaza (going north)
- Stop light needed at Adelaide and Highway 21
- Advance lights needed at Irving Drive
- Find a solution for the Grosvenor/High intersection that works for pedestrians and car/trucks
- Stop sign needed at High and Huron
- No more bump-outs
- Find a solution to bikes on High Street in downtown Southampton – angled parking and bikes don’t work well together
- Remove hydro poles from the Southampton lakefront walk
- Remove bump-outs!
- Enforce speed limit on Concession 6 of Saugeen (Port Elgin by-pass)
- Need snow removal of Spence Street sidewalk
- Parking getting out of hand near beach – great lots away from beach offer shuttle for weekenders and day trippers

- Curbs and sidewalks do not make street safer, they make cars go faster
- 4-way stop need at High and Grosvenor
- Bump-outs are a waste of money and future maintenance
- More bump-outs!!
- Get rid of Trolley and bump-outs
- No more bump-outs
- Need stop sign on Grosvenor between Adelaide and High
- Stop the Trolley
- No bump-outs - stop bar in wrong place
- Get rid of bump-outs – worst idea yet
- Needed push button at Town Hall lights for East/West to be the same as North/South
- Giant Tiger light signals needs to better for turning
- Big thumbs up for trails in the Town
- Are more construction works coming to Peel Street?
- Bump-outs are good for cyclists
- B-line bypass for trucks should be considered
- Rail trail like Sauble Falls
- Enforce by-law concerning bicycles on sidewalks
- Highway 21 bridge near Tim Horton's unclear whether one or two lanes given no markings
- Uber in Innisfil has worked very well with subsidized stops and ¼ the cost of bus service
- Remove barricades on Rail Trail at Mill Creek
- Overpass of Highway 21 needed for Rail Trail crossing at Hi Berry Farms
- Crossing of Highway 21 are difficult
- Common parking areas are needed to take pressure off residential side streets

(c) Comments from Port Elgin “Pop-Up” Engagement (August 31, 2018)

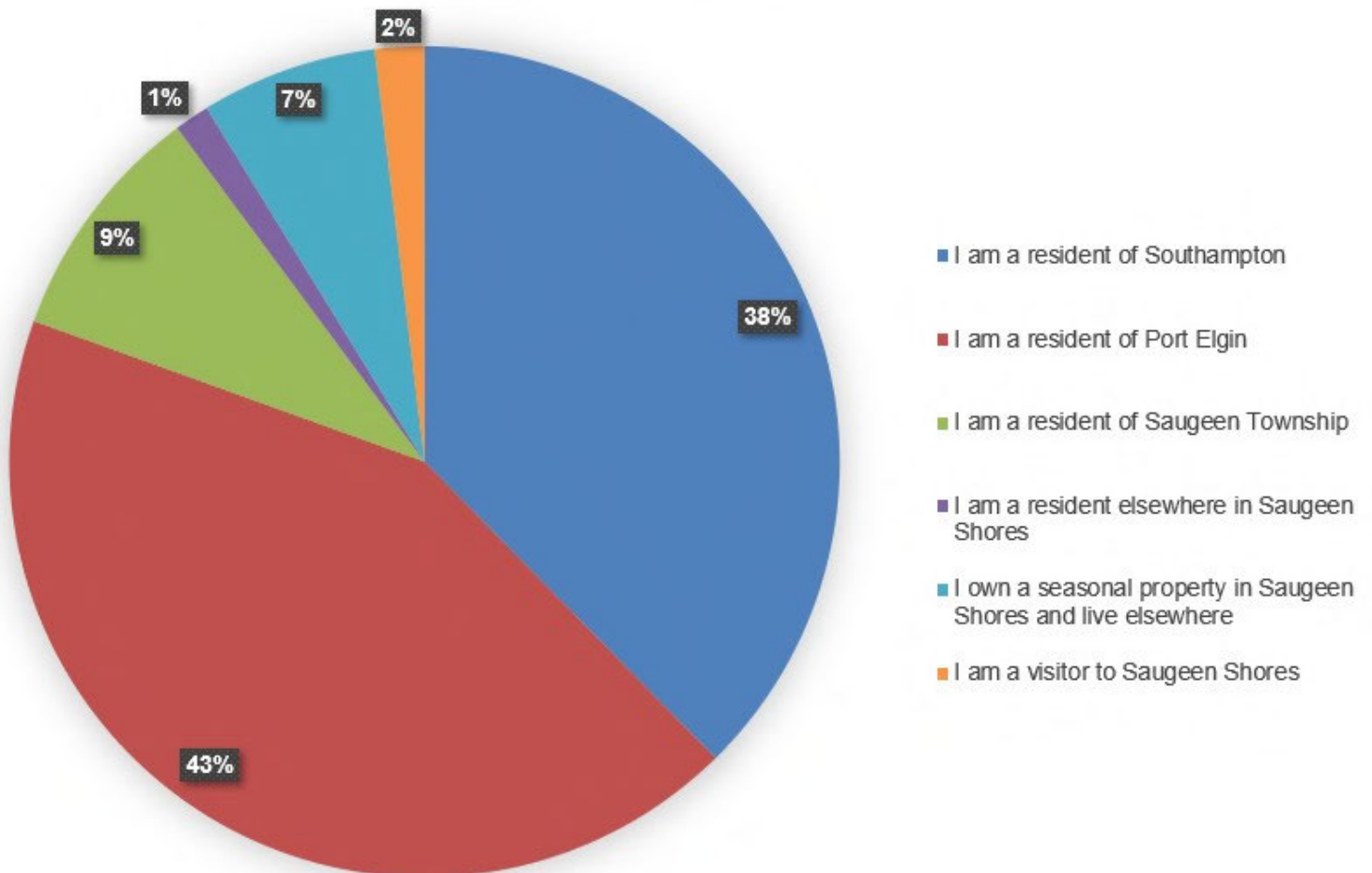
- Town needs a bypass
- Think by-pass around the Town
- More places to park by water

- Accommodation of e-bikes
- Up-and-downs of sidewalks with driveways are difficult to walk
- Market Street dedicated bike lanes desired
- Timing and details of Bruce Street extension and improvements
- Great Lakes Trail needs signages directing route is not a vehicular route to lessen traffic
- Rail Trail signage needed indicating for bicycles not cars
- Speeding along Shore Road not being addressed by Police
- More trees (and replacements) wanted along streets
- By-pass in Port Elgin
- Need public transportation between Port Elgin and Southampton
- Advanced green light at Irving and Highway 21 going north
- Need smart lights at Green and Gustavson
- Reduce traffic lights on Goderich
- Cut trees and shrubs at corners
- Advanced turn signal at Irving going north
- Paint lines on roads asap each Spring (especially down the middle of the road)
- Downtown by-pass is required
- 4-way stop needed at Miramichi Bay Road and Concession 10
- Need by-pass around Port Elgin
- Street trees: shady trees are an invitation to walk here
- Keep cottage areas free of suburban standards
- Urban standards are not appropriate for historic cottage areas
- Keep sidewalks free of obstructions (by-law enforcement)
- A bike tunnel for Rail Trail under Highway 21
- Bigger and better signage for “no cars” on trails
- Safer crossing for Rail Trail at Highway 21
- Pick the right streets for dedicated bike lanes
- Safer Rail Trail crossing at Highway 21
- Make every school zone a community safety zone
- Keep the Trolley
- Bike lanes needed to connected to paths on shore
- Rail Trail crossing of Highway 21 needs to be safer

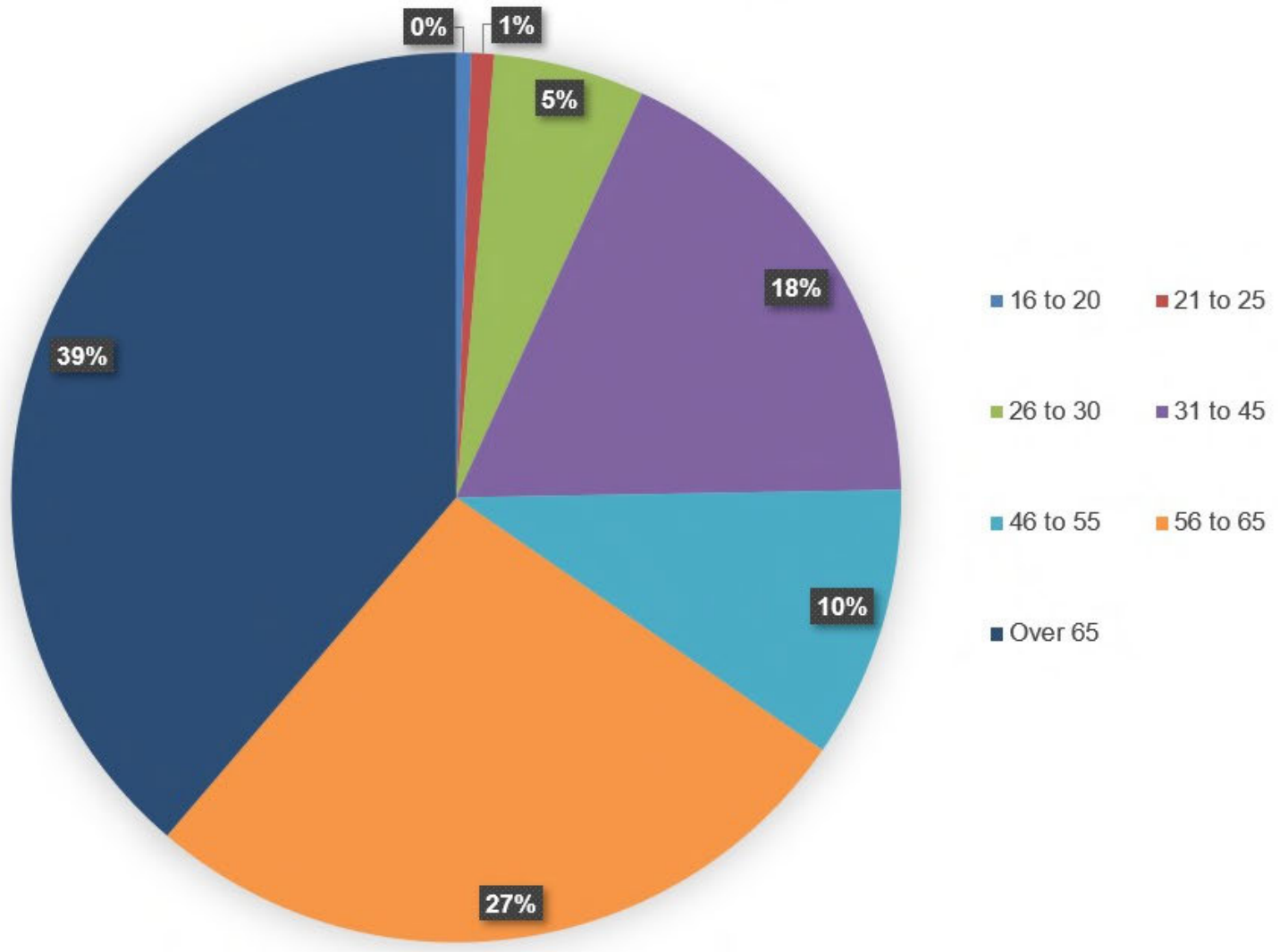
Appendix B

Transportation Master Plan Survey Results (August –October 2018)

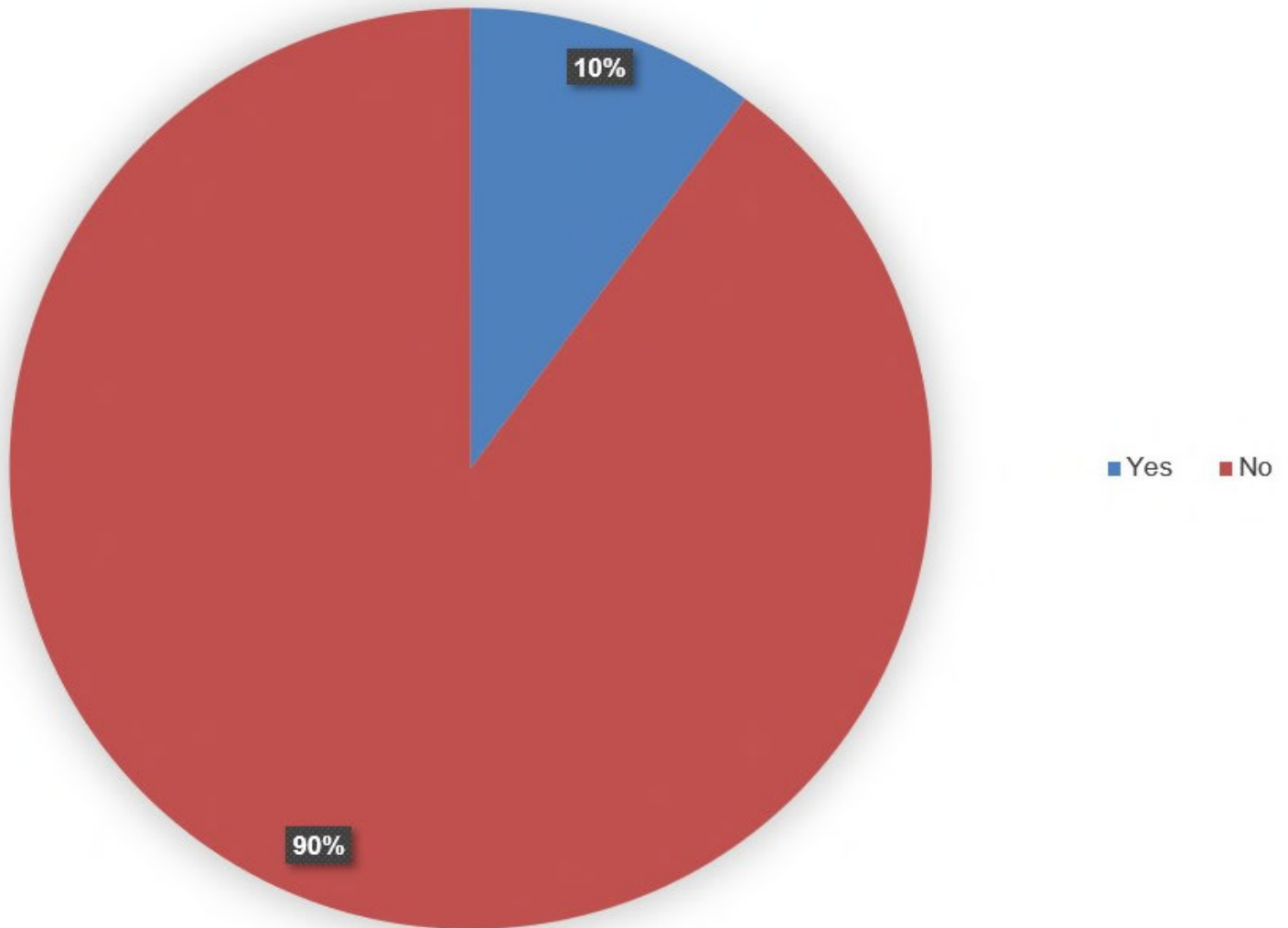
Question 1: Where do you live?



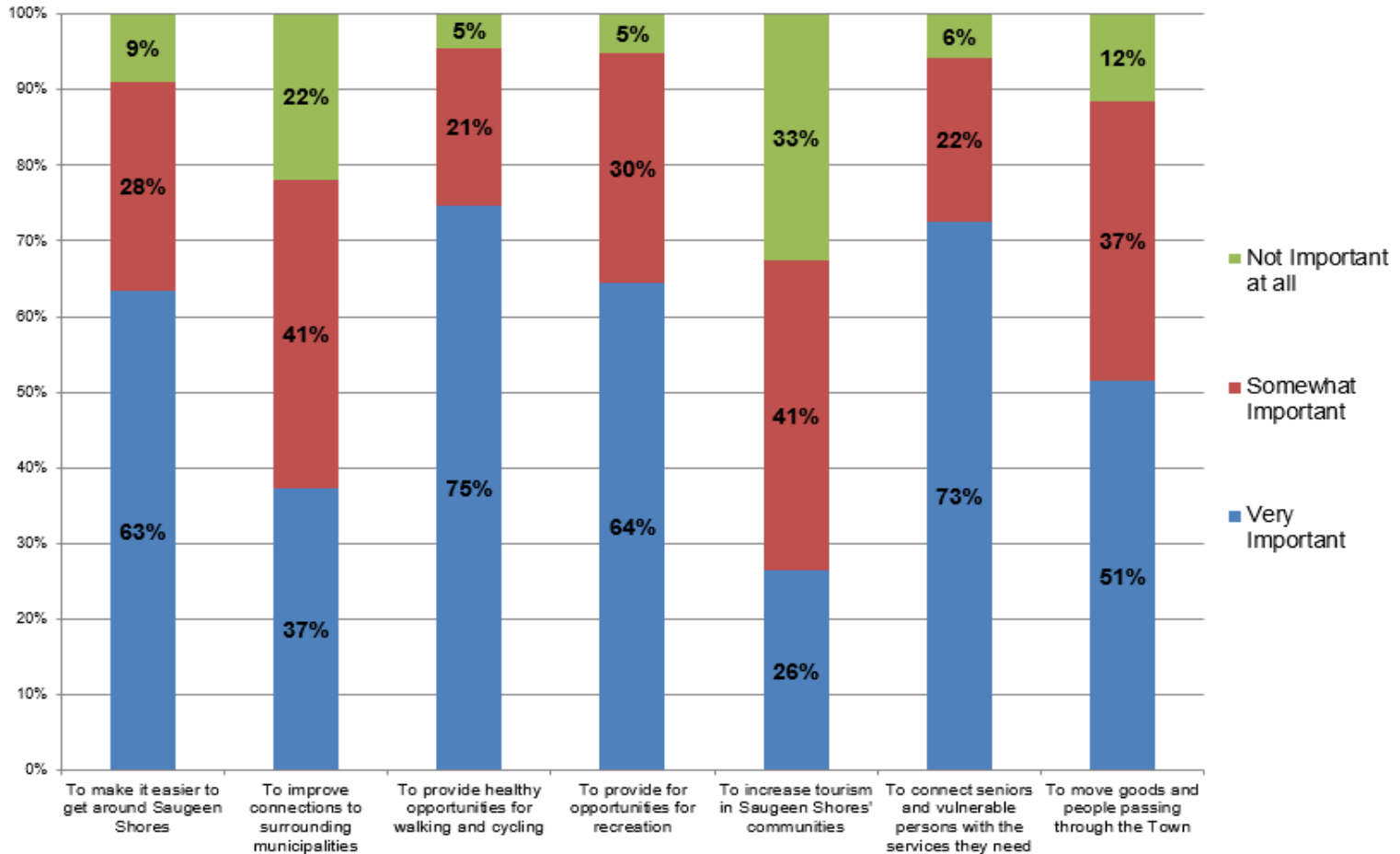
Question 2: What is your age group?



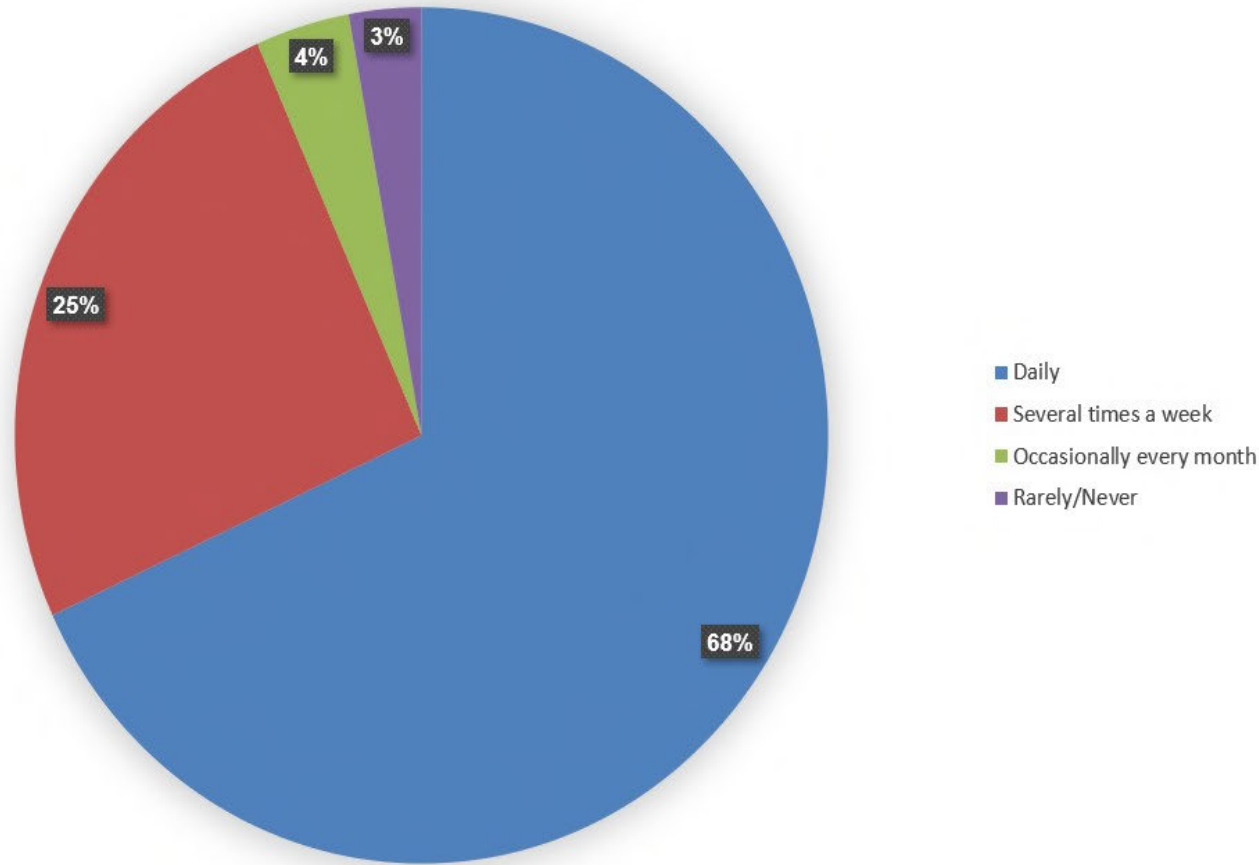
Question 3: Do you own a business in Saugeen Shores?



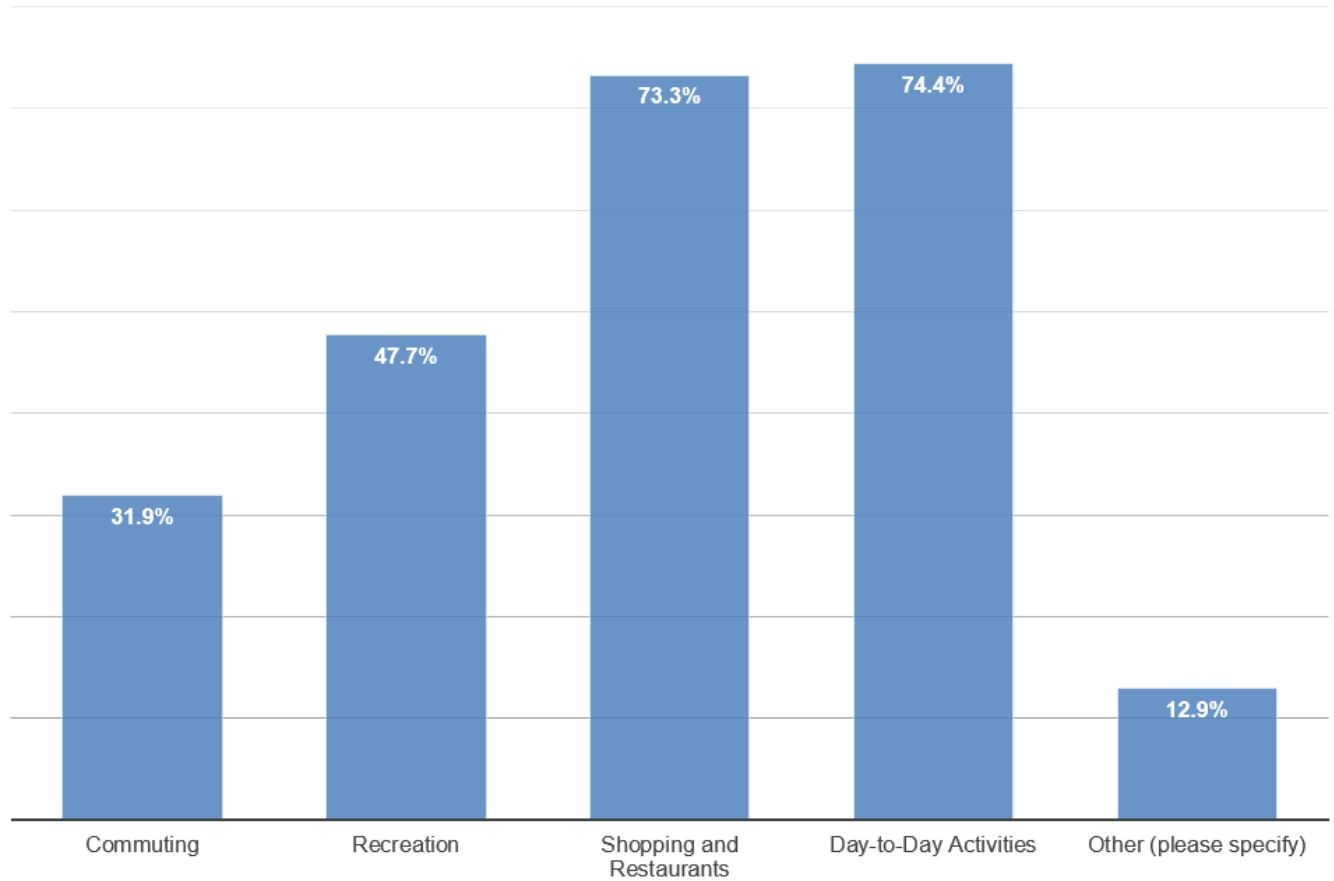
Question 4: What is most important to you in considering improvements to Saugeen Shore's transportation system (pick one choice for each)?



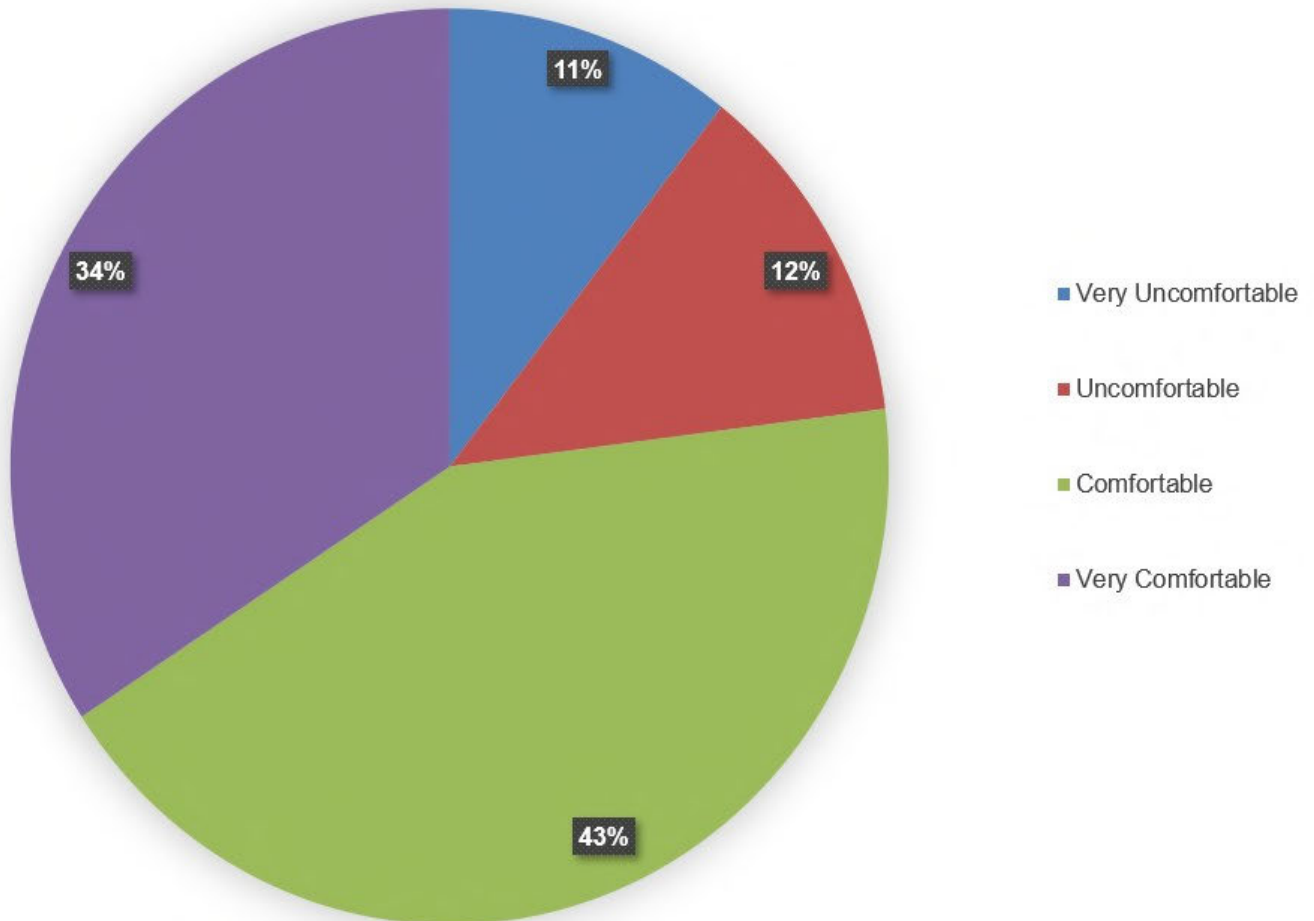
Question 5: How often do you Drive to get around your community?



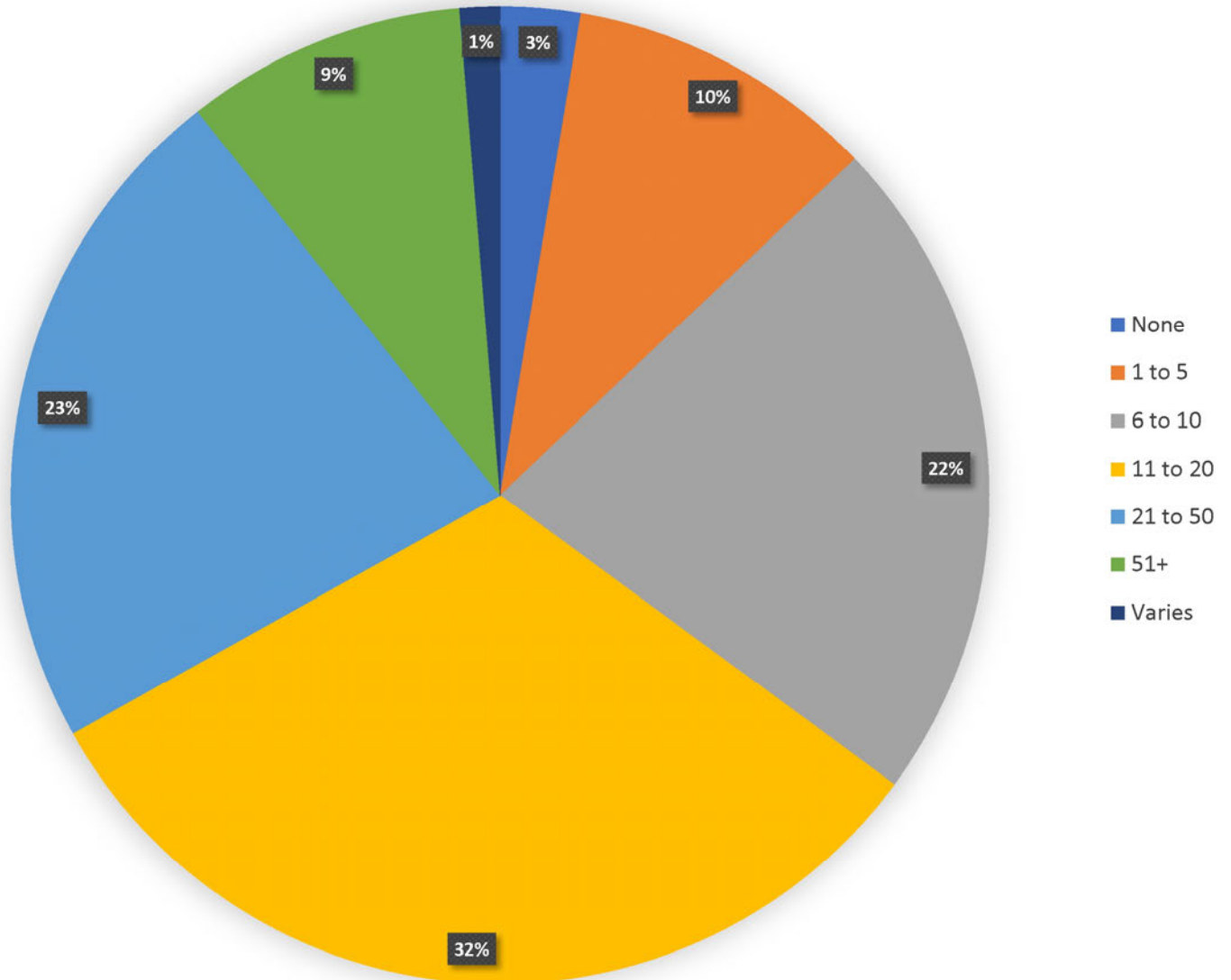
Question 6: What are your main purposes for DRIVING trips (check all that apply)?



Question 7: What is your level of comfort DRIVING within Saugeen Shores?



Question 8: How many kilometres do you DRIVE on a normal day (enter approximate number of kilometres)?



Question 9: What improvements to the road network would help getting around by DRIVING within Saugeen Shores?

- Goderich in Port Elgin is a bottleneck
- more pedestrian crossing signals (red lights)
- It has become very difficult and dangerous to make a left turn in Southampton especially at hwy 21 and South st. Or hwy. 21 and McNabb st we need a roundabout or lights at one of these locations.
- Enforcement of current speed limits. I walk more than I drive in Port Elgin and am appalled at the speed of vehicles on many of the residential streets. I live near two elementary schools and see little or no police presence during drop-off or pick-up times at these schools.
- Regular snow removal
- it's fine as it is.....there is no problem
- A highway 21 bypass (can easily be setup utilizing Bruce Road 40 and the Grey Bruce Line to Alvanley
- from Southampton to south Port Elgin and return
- from Southampton to south Port Elgin and return
- Get through traffic off Port Elgin retail streets
- Make Bricker and Waterloo one way streets to improve traffic flow
- Ivings drive left hand turn advance
- Improve intersection of McNabb street and Highway 21 where the beer store is. Very busy. Dangerous to make a left turn when exiting McNabb. Needs a traffic light.
- Now that the Mill Creek Bridge is back in I have no real complaints
- More parking
- A light at the beer store in Southampton - there isn't a light between Morpeth and the Independent.
- fewer traffic lights
- Eliminate bumpouts
- Regular bus to Owen Sound
- Complete Bruce Street to the CAW Road
- Truck by-pass
- Separate trails for bikers ... away from traffic
- A parallel road to the main business district to facilitate getting from the northend to the south end.
- Advanced green for left turns at all intersections
- Need a bypass around port elgin
- Less stop lights through port elgin or a bypass

- All stops consistent.
- Connect Bruce street to caw road
- Goderich St. in the summer - cancel street parking?
- A road from the 10th into town - extending Bruce Street.
- Safer passage on highway 21 and rail trail near highberry farms.
- Keep 60k speed between South and Port for safety reasons
- Better pavement
- Advanced turn for Northbound Traffic on Goderich at Iving's Dr. Traffic gets way too congested!
- Road conditions (no pot holes)
- more consistency with stop signs
- Make Waterloo a one way road travelling South
- Designated bypass route
- pedestrian Xing at Hiberri
- Connect Bruce Street by CAW
- icy roads
- roads need replacement
- A four-lane highway through the centre of town
- CAW Rd to BrueRd
- More left turn lanes so you are not held up by someone going peft
- Stoplight or roundabout at McNabb & hwy 21
- More stop signs - particularly at the corner of Joseph and Bruce in Port Elgin. Many people driving at high speeds in a school zone.
- County Road 10 - ability to turn left and exit the road onto Hwy 21
- police people who do not stop at red lights
- Side walks, where there aren't any
- Connect Bruce street concession to concession
- time the lights on the main street for morning vs afternoon traffic
- Synchronized stop lights on main street
- Thank
- Slowdown traffic
- Left turn lane with advance green light on 21 and Irving's dr
- Synchronized traffic lights
- Maybe second lane through town
- enforce driving rules: example speed limits and passing rules
- Reduce speed from 80 to 60 between Southampton and Port Elgin

despite Bruce Nuclear commuter pressures

- I feel the road network within Saugeen Shores is adequate.
- left hand turn lights at hwy 21 and McNabb St.in Southampton
- Slow down the traffic on Bruce Street.
- give us back 4 lanes instead of 3 at the main intersections ie: Goderich and green
- bypass main street
- bypass around main street
- fewer traffic lights in port
- stop steepers make people stop at stopsigns
- 4 way stop at Green St ad Waterloo Street
- more traffic lights
- Open up Bruce street or Stickle
- leave laneways as they are
- crosswalk on the rail trail on highway 21 at Hyberry area. Too dangerous for children on bikes and it is an accident or death waiting to happen.
- Repair potholes
- Bruce Rd. Extension to CAW Rd.
- traffic lights at McNabb and Hwy 21
- A light at turn on to Bruce Rd 3 off Hwy 21
- Less traffic lights
- remove bump-outs on High St.
- Ease flow of traffic
- We need to get more traffic off highway 21 with an alternate route to Bruce Power through town rather than the highway.
- improve visibility on corners
- Bruce St. extension North to Concession 10/YIG area
- More core area handicapped parking
- Stop lights at busy intersections
- More full intersection lights on hwy 21 southampton
- Roundabout instead of lights at Devonshire
- Traffic lights
- More commuter roads to convey and split traffic to and from major residential areas
- Main streets in summer bery busy
- 4 way stop Bruce & Joseph-very busy intersection

- Bypass
- people speed on major side streets causing dangerous conditions
- Lights or round about by the beer store in Southampton
- 4 lane hwy between Port Elgin and southampton
- a bypass
- left hand turn signal at Ivings drive
- A Town Bus System
- Advance green at Ivings drive & goderich
- light at foodland and bruce rd 13
- 4 way stop sign at bruce/joseph
- slower speeds on Concession 10as well as change of position of the change from 60 to 80 at South Street on that dangerous curve.
- More lights or 4 way stops at busy intersections
- Wider lanes at Highberry Farm
- Cross walks around northport
- Extending Stickel St to CAW Rd
- Use traffic circles not lights
- Advanced left turn at Ivings Drive
- Left advanced turning lane at ivings drive especially during peak hours
- Advanced turn lane Iving's drive especially at peak volume times
- routes to avoid downtown
- Green st shorter red light.
- CAW Rd should be widened to accommodate cyclists. Current width and condition of road makes it very dangerous for cyclists and moving cars.
- When working construction at Circle K several years ago , I saw long line-ups in the north-bound lanes at Irving's Drive . Eventually , drivers being held up would either cut across the Circle K parking lot , or butt into the fight hand lane (sometimes causing other drivers to stop abruptly). This was and still is a bad situation, especially during Bruce Power traffic times between 3:00 and 6:00 pm , Mon to Fri . I spoke to a councillor at the time to see if a trial advanced green light could be installed to make this a much safer area . Still nothing !
- Bypass (similar to Kincardine)
- By-pass around main street port elgin
- Not blocking off Green Street at coulter parkette as it is a main route to the beach.
- Better placed stop signs

- An alternate to Hwy 21 for traffic passing through Port Elgin
- advanced green at circle K in Port Elgin
- Installation of an advanced left by the Circle K
- Light at mcnabb and highway 21
- 60km on 21
- Stop lights at major intersections (Adelaide, Spence or McNabb)
- Get the stoplights coordinated and quite adding them to Hwy 21
Make some main thoroughfares
- Stop light at McNabb Street
- Port Elgin bypass
- I want bike lanes so I don't have to drive.
- Stoplight at Hwy 21 and McNabb in Southampton
- ADVANCED TURNING LANE IVINGS DRIVE ..Circle K Corner
- No on street parking on busy through streets
- Reduce bottleneck on 21/Goderich St.
- Perhaps a by-pass to allow more parking downtown
- roundabout at Hwy21 and McNabb (NOT A LIGHT!!)
- Clear signage
- minimize commuter and through traffic in residential areas
- I'm concerned with the current plan to use Bruce St as a bypass for downtown. This detour creates a lot of excess driving in residential areas. I would prefer to have Waterloo and Bricker for bypass routes as it keeps the traffic closer to the business section. Let's help support our businesses.
- Connecting road between Southampton & Port Elgin that is navigatable & open in the winter I.e, not the shore road, hwy 21 or Doll's side road!
- syncing the traffic lights on Hwy 21
- parking areas for EVs only
- Eliminate left turn advance signal except at Queen's and WalMart. People can turn after traffic passes or on yellow. Would speed up North/South traffic movement.
- A seasonal traffic light at Morpeth and Albert.
- A bypass to get around town
- Yield signs instead of stop signs
- Roads are too wide and speeding is a problem especially in residential areas. Narrow roads to reduce speed.
- Stop signs at all four way intersections

- Open Bruce st to caw road...less traffic on main rd
- stop lights at McNabb and Hwy 21
- Bruce St connection to CAWRd
- An additional exit on south side of town
- eliminating Highbury farms entrance
- By pass down town(goderich street)
- More policing.
- People obeying signage
- Perimeter road to bypass downtown for through traffic
- Bypass roads to avoid hwy 21
- Hiberry farm better access
- Parking on side streets is ridiculous out of control. People using roadways instead of their own empty driveways
- The traffic lights on the south end of town need to be changed somehow, that if you get one red light you don't get them ALL.
- Trees or other windbreaks on the HiBerry's curve to improve winter driving/snow blowing visibility
- Only problem is July and Aug
- Remove jutouts on High between Grosvenor & Huron
- Traffic calming on some local roads that have active transportation designations such as cycling on the road right of way to protect cyclists from cars moving at excessive speeds. This seems to be a seasonal problem. Something as simple as having the portable speed trailer in place for July and August. Seasonal visitors may not know where bike routes exist.
- other roads to get in and out of town other than highway 21
- Advanced light at Irving Dr.
- Do not block Green St with Farmer's Market. During the summer lights are required to turn left onto Goderich St.
- Another lane for Highbury Farms when you're going northbound.
- more stop signs
- Speed limit reduced
- A truck bypass
- Improve traffic backup on Hwy 21, especially in Port Elgin.
- quit blocking Green St.
- More lights to help with left hand turns
- More street lights to help with left hand turns
- Advanced left turn at Circle K

- More advance greens
- Bypass through downtown
- Easy bypass of Port Elgin downtown.
- More bike lanes on the roads separating cars from bicycles.
- Advanced left or left turning lane at Iving's Drive northbound on Goderich.
- The turning lanes on Goderich Street can be dangerous especially when people park in undesignated spots. ie. in front of the Queen's.
- Better use of lights in Port Elgin. Synchronize better and use smart turn lights.
- Traffic lights in Southampton
- fixing potholes!
- Decrease the number of stop lights
- Fewer traffic lights but probably not feasible
- To have road work completed in a timely fashion. It's ridiculous.
- Slow cars down in the core
- Sidewalks and Bike Paths on the highway and east of the highway.
- 4 way stop on Huron and High streets
- There is one main rd connecting the communities. Alternate routes would be good.
- roundabouts
- less traffic in summer months
- Improve winter driving conditions between Port and South on the hwy.
- decrease the traffic going through hw 21
- Highway 21 bypass for through traffic, especially trucks.
- Road for the Bruce Power train in the morning and afternoon
- Lights at Tim Hortons and or beer store in southampton
- Double lanes
- reduce non essential truck traffic by building a town by-pass
- A Bypass around the downtowns of Southampton and Port Elgin, when travelling through the municipality in either north-south direction
- Left turning lane at Hi-Berry
- Flow of traffic through downtown Port Elgin
- none
- take out the designated left hand turns on Albert & High St. They create major traffic lineup to the bridge in tourist season

- wider /passing lanes
- Bypass around both communities
- Crossing Hwy21 from west to east, other than just High St.
- direct bypass from north/south ends of Port Elgin to bypass traffic lights
- Highway 21 in Port Elgin is a bottleneck
- Improvements to turn in to Highberry Farm
- Stop signs at busy intersections to slow traffic in built up areas
- Hwy 21 bypass around the community
- Dedicated bike lanes on arterial roads
- Stop light at McNabb St and Hwy 21
- reduce speed betweenSouthampton and Port Elgin to a constant 60K
- a truck route
- Don't need any improvements. No bypass.
- Removing bumpouts
- straighten the McNab/highway intersection
- windbreaks/trees on hwy 21 to reduce blowing snow
- BYPASS
- Another stoplight in Southampton on Albert st
- This survey assumes the person filling it out drives. It is flawed in this respect.
- Lower speeds on Hwy 21 between port and south
- Roundabouts
- Don't need 80km between Southampton and Port
- No real improvements needed.
- Alternative routes.
- the McNabb highway 21 intersection is very busy in the summer and dangerous to pull out into traffic - is it possible to get lights or a roundabout there?
- take away the 80km section of Hwy.21 from South St. to the 10th Concession
- more bike paths
- Truck bypass
- buses
- Maintain beach area road without sidewalks, curbs
- Synchronized lights in Port Elgin
- Highway 21 at rail trail and Hi berry

- None
- need a bypass
- a light at the beer store to slow traffic and cause a break in traffic flow
- we need stop signs at palmerston and at morpeth t help reduce traffic which uses grosvenor to bypass stop sign on huron and quicker access tp shops on high street and on albert st. signs saying no commercial vehicles, speed bumps etc would also help
- Round-about at Con 10 and 21
- A good alternate route across town to avoid summer congestion.
- no/less stop signs on roads that are alternates for 21 (waterloo/bricker/bruce when it opens up)
- Improved traffic flow through downtown core
- Time lights with smart system not just sensors that trigger signals.
- Fewer stop lights
- Connect Bruce St with CAW road
- Public transportation
- Pedestrian crossing Hwy 21 at Spence St. As building continues the most land available is on the east side of Hwy 21 thereby increasing pedestrian traffic. There is no safe way to cross Hwy 21 south of Morpeth St yet that is where commercial building is taking place.
- restricted left turns on Highway 21 to reduce accidents
- So many traffic lights....need to be sure they are sequenced to keep traffic moving esp on the downtown. This summer our town took more time to get through than Grand Bend does and that is a first!
- Complete Bruce Street from CAW Rd to Con 10
- Round about at the intersection of concession 10 and hwy 21
- reduce congestion down town
- Passing lane between Southampton and Port Elgin
- Roundabout at hwy 21 and McNab street
- Don't have any major issues
- Complete the Hwy 21 Bypass proposed 15 years ago
- Highway 21 at rail trail and Hi berry
- Urban standard size roads
- Crossing hiway 21 in the summer
- One way on Bricker and Waterloo or Wellington
- Coordinate Traffic Signals downtown
- Avoiding 21
- Lights at the 10th concession

- Alternate to Goderich through Port Elgin
- None, as do not have a car
- Make the left turn advanced green at Tim hortons longer to allow the line up of cars to get through as only four or less can get through and people entering the cross walk have to jump out of the way of the 5th car.
- 2nd bridge and route in Southhampton
- TIME THE TRAFFIC LIGHTS
- Advanced green for northbound traffic @ Ivings Dr and highway 21
- co-ordinate stop lights to speed up traffic on Goderich St
- Bypass to reduce in town traffic
- Stop using Northshore Road as a main artery. Speed limit is 40. Tourists obey, residents mostly do not. There need to be another main artery
- Access, egress from Hi-Berry Farm
- Traffic Signal Coordination at South and North Ends on Goderich Street. The arterial road should be kept moving.
- A downtown bypass
- Alternative routes
- a by pass for Goderich st
- more cycling lanes
- Education of drivers on the importance of respecting current speed limits and bylaws regarding street parking.
- Improvements to paved shoulders
- Some one way street applications such as Bricker North from Gustavus to Market and Waterloo South from Market to Gustavus. Or some individual blocks where traffic congestion is a problem, i.e. Gustavus from Goderich to Waterloo
- intersection McNab and 21. Traffic circle
- intersection McNab and 21. Traffic circle
- Reduce the number of stop lights
- more round a-bouts where possible vs lights
- High Bury Farms rail trail crossing at Highway 21 is very dangerous. Needs something. Cross walk??
- I lived in Ottawa for 9 years, in comparison driving here is perfect
- No bump outs to obstruct vision
- A light on lamppost at County Road #3 - completely dark when it is dark!
- a left hand turn lane at hiberry

- Stoplight syncing
- Implement all road rules to bike riders
- 15 min parking spots
- Roundabout/lights at McNabb and HWY21 in Southampton
- Repair degraded streets
- One side parking on side streets
- Remove 40kph limit on 6th concession
- Cyclists using North Shore Road in lieu of the bike trail.
- A roundabout at the end of the 10th and hwy 21
- Better signage
- Storing large motorhomes + vehicles creates visibility problems for drivers and child safety
- Sidewalks / Paths conditions (give people a spot to walk)
- fewer traffic lights through town
- Make Bricker a one way road heading North
- Roundabout at Sparks' corners
- traffic near main streets - keep other highlights further fr main st & water
- to many light intersections
- A bypass highway to reduce traffic in town.
- Bruce Rd to concession 10
- Re route Hwy 21 West in order to reduce downtown traffic; I have no desire to shop when I know how difficult it is to park
- an alternative to main Street to get through town that is not through neighbourhoods
- Perhaps more advanced left turns as some lights.
- Speedbumps or 4 way stops
- Less stoplights
- More through streets north to south like green st
- Install traffic light at HiBerry Farms
- more bike paths so fewer bikes on roads...I feel that Walk your Wheels was premature as there are not enough bike paths in Southampton for young families to ride safely on the roads.
- Advance green at Ivings & Goderich
- don't allow any more damn trafic circles
- make it 40 km all over town
- bypass

- Turning lane at Ivings drive off of 21 from the South
- fewer curbs and sidewalks
- Make Bricker northbound and Waterloo southbound, one way streets
- Bike lanes on CAW Rd.
- pedestrian & cycling over or under the highway at HiBerrys
- Turning lane at light northbound Hwy 21 at Ivings Drive
- Slowing down traffic speed on Goderich St
- remove stakes on corner of Adelaide & Lambert
- More extensive bike trails
- Bruce St./Stickel St. extension South to CR 25
- Bypass around Port Elgin & Southampton
- Coordinate stop lights through south end of Port Elgin
- Bike lanes
- Top of conc 10
- Roundabouts
- Lights at Ralph's intersection would add to safety
- Link 10th Conc to CAW Rd via Bruce St
- Less stop lights. They cause bottle necks
- Lights at the top of the 10th concession
- Bus available from Port Elgin to Southampton
- coordinated lights
- Continuation of Bruce St to CR 25
- 4 way stop sign at green and Waterloo due to visibility
- slower speed from SH to PE on Hwy 21 where there are 16 driveways in about 5 km (1 per 300 m)
- left hand turn signal at the corner of Ivings Drive
- More sidewalks around northport
- Extending BRUCE st to CAW Rd
- 20km speeds on residential streets crescents
- Reduce speed from 80 to 60kph on Concession 10
- Offering daily bus service during week from Port Elgin to Southampton for those who need transportation
- Turn lane at highbury farm
- hiberrey turning lane
- An alternate back road for cottagers to avoid downtown
- High-Berry and rail trail (need I say more ?)

- Bike Paths
- If we are going to have this many stop lights, make sure they are in sync through town. Like an advanced green at Ivings drive in the afternoon from hydro traffic
- Four way stop at Joseph Street & Bruce street.
- No parking on Green St
- A pedestrian / cycle crossing Hwy 21 near HiBerry Farms
- Round-a-bout at the beer store corner in southampton
- Right turning lane into Wal-Mart off higher 21
- 2 lanes between port and south
- Bikes crossing 21
- Quit putting 4 way stops everywhere. We need a route to get us out of town without so many stops.
- Reduce the speed limit on the curve by South Street & Bruce Road 3
- Traffic Light by Hi Berry
- I want bike lanes to Kincardine and though out our region.
- Bypass to relieve congestion in downtown Port Elgin
- Stop Light at Tim Horton's intersection in Southampton
- Use of one way streets to improve traffic flow
- Lower curbs on alternative through streets to keep parked cars off the Street
- Better signage for turn/through lanes
- Better flow on Goderich St.
- tie stoplights better on 21
- Consider making Bricker one-way heading north, and Waterloo one-way heading south. Then making downtown more pedestrian friendly.
- Open north south corridor i.e. Bruce Street from 10th conc to CAW Rd
- ensuring downtown hwy 21 bypasses on both sides of the hwy
- more EV stations
- More sidewalks
- Add 4 way stops around schools to increase safety for students.
- More operating traffic lights at intersections with highway 21
- Open Shipley to fenton dr...less traffic on main road
- stop lights at Hwy 21 and rail trail crossing
- Lines at intersections, especially those not at 90 degree angles
- A through road at Bruce street connecting lake range road and the 10

consession

- Less distraction from drivers
- People correctly using the four lanes. They love that left lane and that makes entering the highway nearly impossible during left hand turns in heavy traffic. More people should learn to drive in the right.
- Another through town road parallel to hwy 21 on both east and west side
- Remove useless stop signs
- Employees on Main Street parking right in front of businesses
- Traffic calming or stoplight from HiBerry's (at their expense). This is a very dangerous area.
- Fewer stop lights, more traffic circles.
- Install yield signs instead of stop signs.
- Something done about the speeding and the amount of traffic on Grosvenor St. S in Southampton
- more traffic enforcement
- Stop light at the beer store in Southampton
- Advanced left turn when headed north at LCBO corner
- More safety measures around schools so children can cross roads safely. Finally got a crossing guard on Joseph street for Northport
- Using Waterloo and Bricker as bypass roads (closer to downtown)
- Increased police presence
- Expand highway 21 between Port Elgin and Southampton to four lanes.
- A push button stop light on the RailTrail at Highway 21
- Bruce Street connecting to CAW Road, avoiding populated neighborhoods.
- Something needs to be done on Gustavus Street between Waterloo and Goderich Streets.
- Traffic speed limits to be enforced
- More enforcement at stop signs
- Alternative routes to avoid the main street
- 60km Port to Southampton
- 4 way stop on Groverir and High
- Better Nd safer ways to get down to the beach. Ie using bike. Walking. Cars are going way to fast
- cycle lanes
- Improve flow of traffic through downtown Port Elgin

- Reduce linear commercial development on Highway 21 with tax incentives to intensify commerce in existing downtowns.
- More police presence for speeders on residential streets
- Less lights
- build lights at dangerous and busy intersections e.g. Rail street and McNabb in Southampton
- downtown by-pass for vehicles
- none
- rebank the curve south of Tim Hortons
- Roundabout at Sauble Road & 21
- Left turns onto 21 in Southampton are dangerous, esp. in summer
- Elderly and children very vulnerable in built up areas from speeding cars and motor cycles
- Pedestrian light at hwy 21 and rail trail crossing
- fewer left turns on highway 21
- Removing huge planters on bumpouts
- better co-ordination of the traffic lights in Port Elgin
- PARKING SPACES
- Stop lights in area of Hiberries and county Road 3
- Alternate thoroughfare parallel to #21
- Lights at McNabb and Hwy 21
- Numerous streets have only one access point
- the intersection at Adelaide/Emerald and Grosvenor is very confusing with the stop sign at Grosvenor and Adelaide but no stop sign at the Emerald/Adelaide intersection; if you're not familiar with this intersection (and many visitors in the summer turn off the highway onto Adelaide, you are not expecting traffic coming from the west on Adelaide to continue without stopping at Emerald
- Bike lanes
- none
- Use natural drainage . Curbs & storm drains pollute the lake
- Port Elgin's main street
- need a traffic light at McNabb & Hwy 21
- better lighting @ #21 and county road #3
- Take away the 4 lanes north and south of downtown Port and make it 2 lanes with a centre turning lane and two bike lanes one on either side
- make Bruce a through street from Caw to 10th at independent asap

- Collector roads relied too heavily by town. Overused especially in summer. Used as bypass to hwy 21.
- Enhanced pedestrian and cycling infrastructure to help limit road congestion
- Bike lanes
- The congestion on Goderich St when trying to get from one side of Port to the other. If population is going to increase this will be an ever increasing problem other than just in summer time.
- traffic lights in sync; respond to volume of traffic
- Lanes need to be clearly marked in places where 1 lane goes to 2 and vice versa eg in front of the blue mall, out of towners drive through the parking spaces and lines
- Organize new streets to minimize stoplights on Hwy 21
- reduced speed limit along concession 10
- reduce the number of stop lights
- Bypass for large trucks
- Traffic light at hwy 21 and McNab street
- Reduce the number of street lights
- Port Elgin's main street
- By-pass - remove regional traffic
- Improved bike trails so can avoid driving
- Passing lane at HiBerry
- Turning lane at Hi-berry
- in vancouver they have traffic circles in neighbour hoods and allows the traffic to flow and protect pedestrians
- Hiway 21 Bypass
- More road sensors at traffic lights or AI computer to monitor traffic and change traffic lights appropriately
- Remove parking on Goderich between Catherine St. and Elgin St. and add longer left turn lanes and provide better sight lines
- a by-pass that does not go through residential streets
- Walmart entrance should have been off the adjacent concession road
- Other roads are fine. I am a 6 month resident. What is the rush?
- A bypass to get around Port Elgin
- Protected turn signal at the corner of Goderich and Iving's to facilitate traffic.
- Fewer traffic lights
- more off-road x-country and cycling trails

- Change some of the collector road designations and improve these roads. e.g. Wellington and River are known collector roads in the community but are not currently to standard. Arlington is a collector road and isn't used as one!
- access / exit Hiberry Farm market
- better light timing to move Bruce power traffic thru downtown at busy times
- Consider reducing speed limit between Southampton and Port Elgin. Its getting busier every year.
- Traffic control at Hiberry farms and Rail trail crossing
- lower the speed to 60 between Southampton and Port Elgin
- Keep bikes off sidewalks !!!!!
- More parking
- Tree planting to help winter driving north of The Independent
- More sidewalks for pedestrians
- Make sure all stop streets have good visibility both ways.
- Add 1 lane in each direction to Southampton
- A bypass so you don't have to drive through the whole town
- Possible stop light in burgoyne.
- a bypass for large truck deliveries
- Keep traffic routes close to downtown businesses
- Reduced speed limit at Hiberry Farm / Rail Trail crossing
- shuttle to Main st business
- side walks and curbs
- Angle parking downtown makes it easier to pull in and out
- Roundabouts
- A bypass of town for workers that only travel through Port Elgin and have ZERO interest in going downtown Port Elgin (i.e. Bruce power employees)
- Left turn lane on Ivings dr
- Build a rail trail overpass at 21 & Hiberry Farms
- There has to be something done about the bike crossing/rail trail crossing on hwy
- 21. I have seen so many close calls there...a tunnel or over the hwy crossing is needed to keep both drivers and bikers, walkers safe. When this was developed there was less traffic...now there is more and this will only increase in the future with more tourism and also more businesses there.
- make it 30 km in school zones

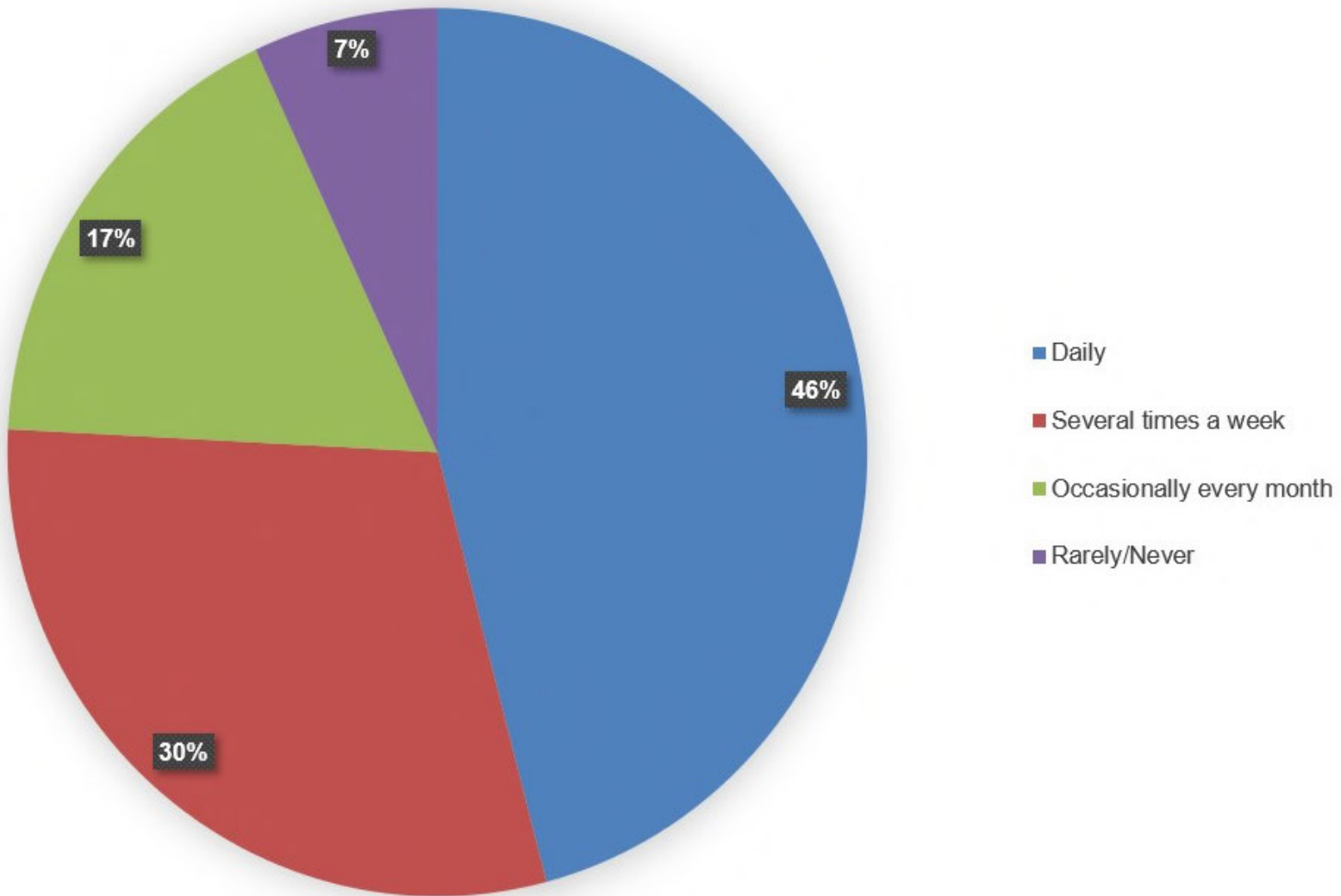
- More traffic surveillance by our police dept. to deter drivers from jumping lights and stop signs.
- No parking on Goderich St. ...have free parking lots just off the main St. This would make the turn lanes more manageable
- left hand turn lanes on east side of hwy at HiBerrys
- take bikes off of sidewalks
- A large, (expensive) bypass from North Bruce to past Chippewa Hill
- Finish Bruce St North and South
- Poor road surfaces to be improved
- More stop signs on Wellington St.
- No left turns during peak traffic times before 9am and 3-6 pm
- Some type of walkway at HiBerry Farm
- 4 lane through town
- Smart co-ordinated signals at Gustavus and Green st
- Slower speeds on Huron Street South
- Pedestrian crosswalk at library corner
- Sidewalk on Elgin street to beach
- Fix the terrible lights downtown
- A truck bypass
- Turn lane for Highberry's, so dangerous
- Either four lanes between communities or turning lane at Highbury farm
- advanced light at circle K for people turning
- Better stop signs around town
- Less stop lights
- Four way stop at Joseph & Waterloo Streets, dangerous for kids.
- Cycling trail connecting downtown Port Elgin to lakeshore cycling trails
- pedestrian activated corner at Mac's in Southampton
- Safer crossing for bikes at HiBerryFarm
- Designate main routes and make the traffic flow.
- widen 21 through town
- Increase speed limits on HWY 21 to 90km/h. This would decrease congestion, and shorten the commute times for tourists from Kitchener and London. If 90 km/h works for Huron County, why not Saugeen Shores?
- Official truck bypass from 6th conc (south Port Elgin to Burgoyne)

- use of roundabouts
- no salt in the winter, sand only
- More bike lanes
- Increase use of one way roads
- Open Wellington st or bruce st to Conn.10
- More stop signs.
- Timed lights suck. Having to stop and wait on the highway in the night time is extremely frustrating (Port Elgin)
- Safer bike lanes crossing hwy 21 on the rail trail
- Truck bypass
- Turning lane at Ivings drive
- Pedestrian traffic light at rail tray crossing by HiBerry's or other safety measure.
- Lower hwy 21 speed limit at south drive intersection.
- Use more 4 way stops.
- slow down education
- Crossing light or passing lane a HiBerry
- Turning Lane at Hi-Berry and a fly over for the rail trail crossing there.
- Road flow near schools not sure what Waterloo street will be like once extended. Concerned for children's safety as it is so close to the school.
- 2-3 hour parking max on roads near the beach
- More stop signs and traffic lights
- Solving the hi-berry farm entrance, also the rail trail crossing nearby.
- Not having a walking/bike path into the North shore parking lot / boat launch area. Entry into North parking lot is tight for boat trailers.
- By-pass through Carlisle and extra bridge over the Saugeen river to divert traffic heading up the peninsula away from the town centres
- A bypass around the town
- Speed bumps on Huron St.
- Wider RSS to incorporate alternate means of transport (bikes) and designated bike and walk routes
- Improve ability to turn left onto hwy in just about any part of Saugeen Shores in the summer
- B line could be alternative route to Highway 21 north of Southampton
- More parking in port Elgin.
- Make people drive the speed limit on hwy 21, not 20 kms below it
- more bike lanes

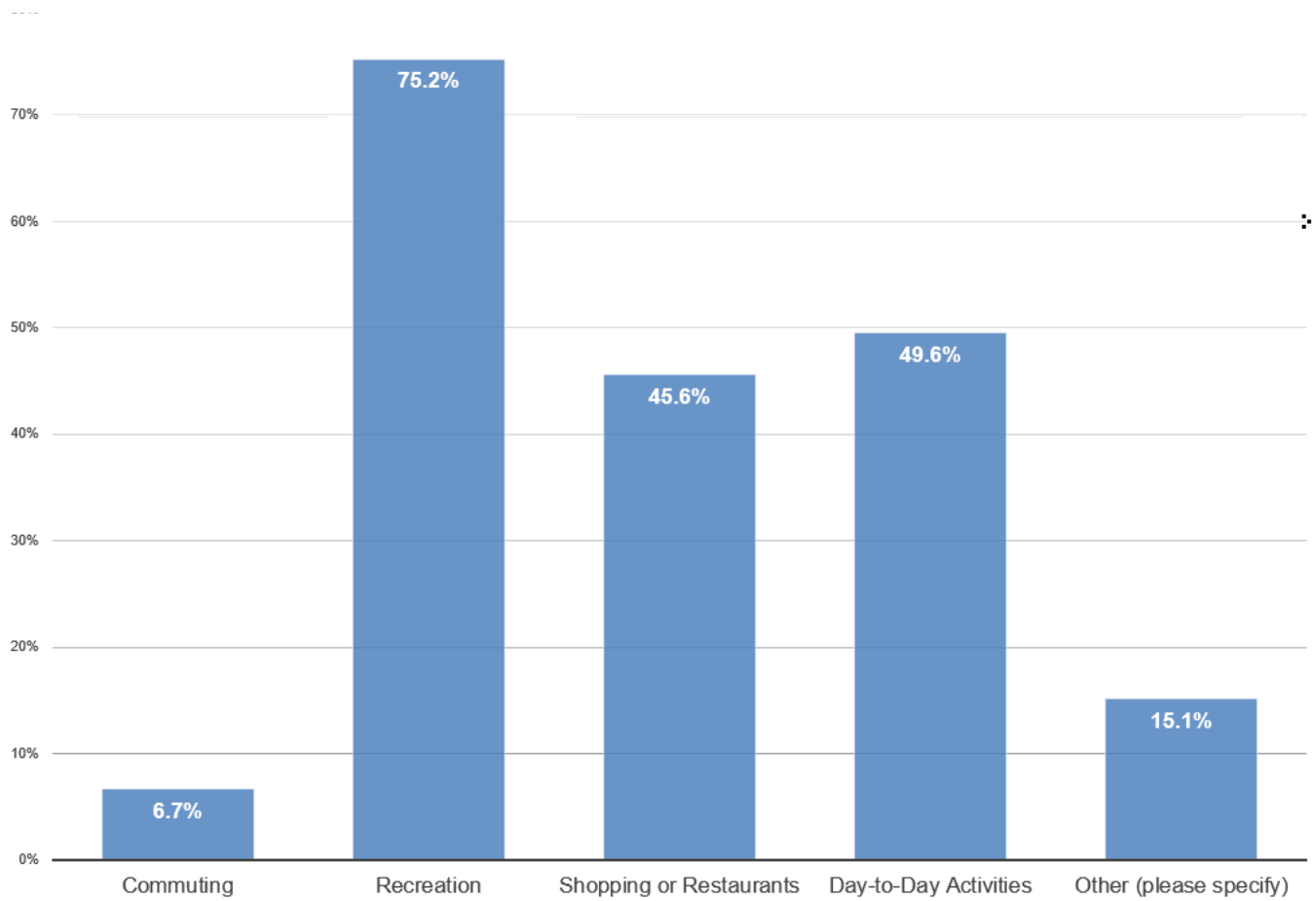
- none
- For safety purposes there should be a left turn lane coming from the south to turn in to Hi. Berry market
- Roundabout at Bruce Rd 3 & 21
- I think 4 way stops would be safer on built up roads. At the moment you are not sure who has right of way if not familiar with roads
- Reduced speed limits in town
- a bypass
- Removal of all signs, benches, lights, trees off bumpouts
- traffic calming measures
- Sidewalks should be a requirement in all new subdivisions
- the bumpouts at the Huron/High intersection are complicating the traffic pattern, especially because traffic coming from the east on High does not have to stop
- One way streets
- none
- huron St in Southampton becoming the main highway to Port Elgin as a result of "improved safety like sidewalks"
- need crossing for trail at Highberry Farm
- reduced speed limits at HiBerry Farms
- Bike lanes on Con 10 between the lake trail and the Rail Trail
- Limited Traffic calming on collector routes needed. Some allow raceways to cut thru half of town with no stop sign.
- Lower speed limit to 60km at Hwy 21 and South St.
- Hwy 21 south of Morpeth St car traffic. Again, if population is increasing then car traffic will increase making it even busier along Hwy 21 within Southampton all year round. It is becoming increasingly hard to get onto the hwy if you are coming from the east side. The three speed changes (80 to 60 to 50) in a relatively short period of time does nothing and is seldom adhered to.
- more bypass routes to remove trucks from residential areas
- Bypass would be ideal, but probably too expensive
- bypass for large trucks and transports around saugeen shores when travelling north south
- reduce the number of vehicles passing through town
- huron St in Southampton becoming the main highway to Port Elgin as a result of "improved safety like sidewalks"
- improve signage (street names, attractions)
- Less stop signs along Wellington and Waterloo

- enforce signs and vegetation that obscure visual paths of trying to get across at stop signs.
- Extend Wellington St North to 10th Concession
- Street signs only, not "to the Beach, to the Library, to the Legion, to this or that Church."
- Increase the speed sign visibility for the 80 zone between Port and Southampton, congestion in this area is due to people driving 50 because they are either unaware or simply incompetent.
- Fix the danger at charbonneaus before a pedestrian is killed. 4 lanes and create an underpass tunnel for pedestrians.
- Albert St./Hwy 21 in Southampton - mark off all the parking spots so that visitors do not think it is a 4 lane freeway
- Better bypass of the downtown area to keep traffic moving north to south
- More traffic lanes

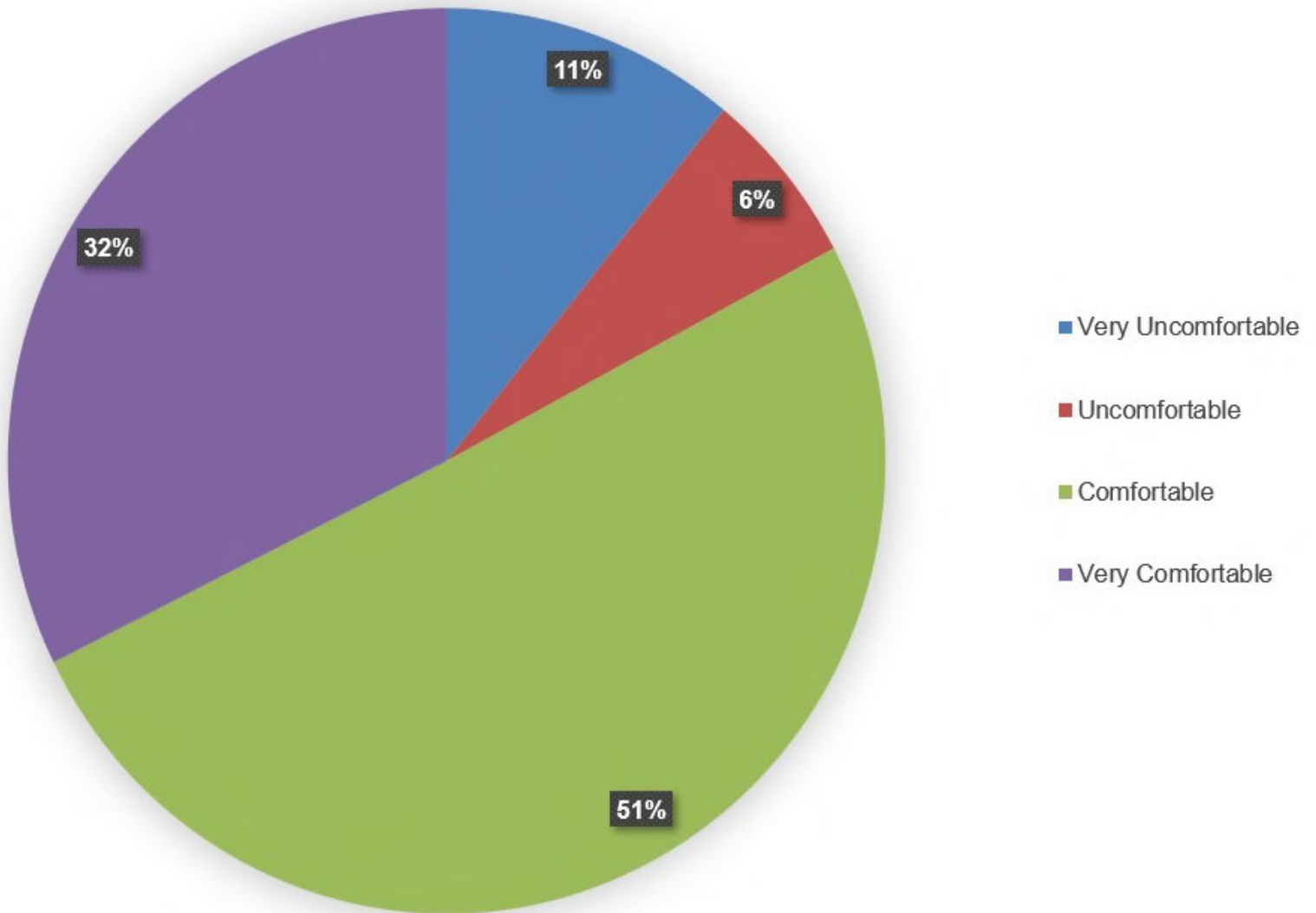
Question 10: How often do you WALK to get around your community?



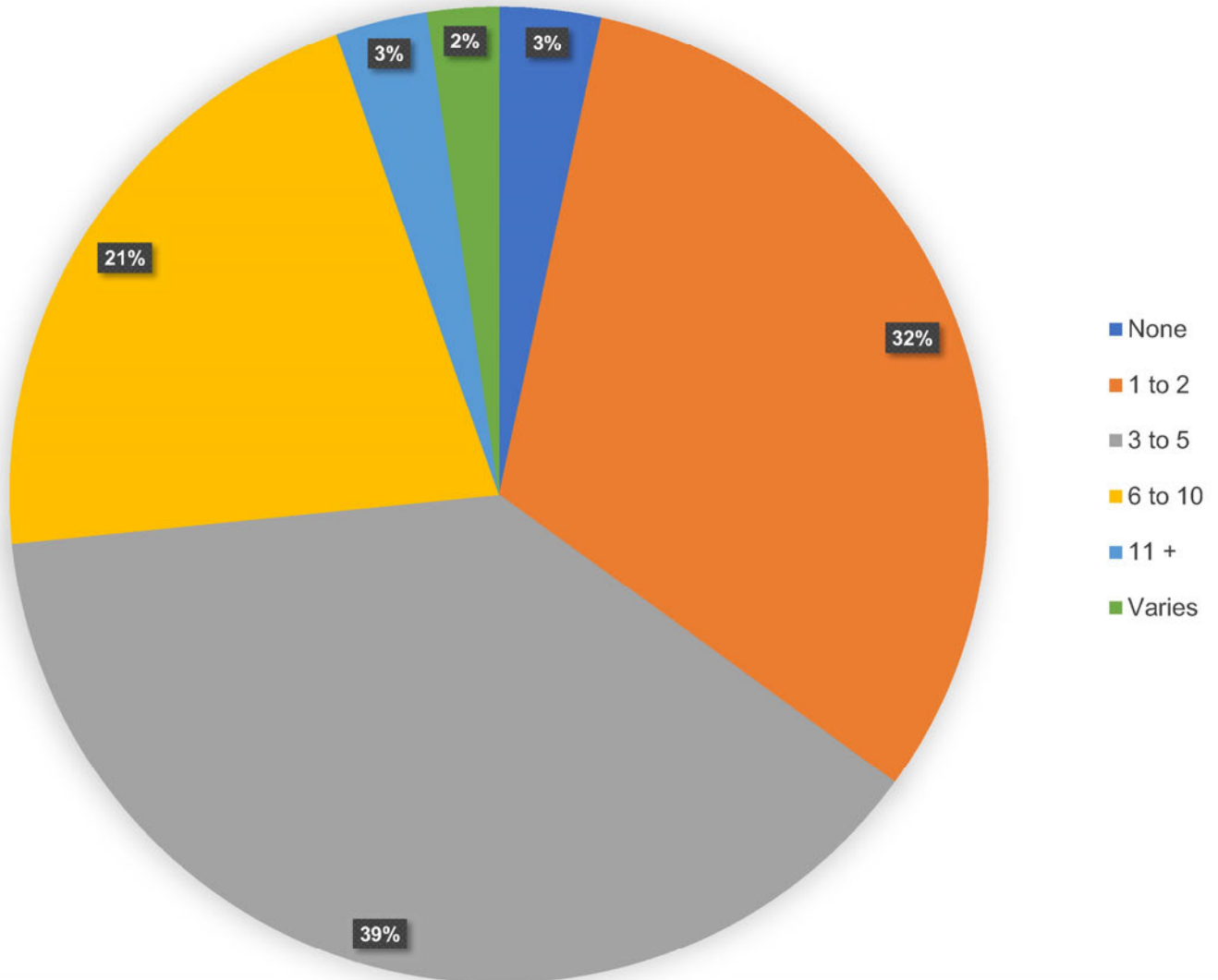
Question 11: What are your main purposes for WALKING trips (check all that apply)?



Question 12: What is your level of comfort WALKING within Saugeen Shores?



Question 13: How many kilometres do you WALK on a normal day (enter approximate number of kilometres)?



Question 14: What improvements to the pedestrian network would help getting around by WALKING within Saugeen Shores?

- Slower traffic along Grosvenor & Victoria
- more sidewalks east of Hwy 21
- Sidewalks on Arlington St and Wellington St
- Sidewalks. Too many streets still don't have them.
- More extensive sidewalk network
- leave things as they areit's all good
- Create a few square blocks in Port Elgin and Southampton that would be over- sized sidewalks and possibly covered or partly covered with bus shelter type covers in order for people to drive to a municipal parking lot and then exercise outdoors by walking with themselves, dogs and children etc out of the snow and rain.
- winter sidewalk clearing
- sidewalks in south end of Southampton
- Close of section of Goderich from Gustavus to Elgin and turn it into a pedestrian only area for shopping and restaurants etc. Similar to how Blue Mountain and other "simulated" villages create very nice areas to spend an evening
- more sidewalks
- Sidewalk plowing in winter, all of Huron Street to South Street
- Make sure all sidewalks lead to sidewalks
- Plowing of sidewalks in my residential area so I don't have to walk on the road
- sidewalks - level sidewalks
- the new street lighting in Southampton leaves large dark areas on sidewalks,
- Sidewalk repairs
- More/Better Sidewalks
- Sidewalks on all streets
- none - very walkable
- More sidewalks
- Enforce 40kph limit on Green Street
- Sidewalks in all residential areas
- Upkeep /maintain
- removal of snow on all sidewalks

- Turn farmers market Street into a plaza / Square
- Cut back hedges that grow over sidewalks
- Improve public walk paths to beaches.
- good already
- many streets do not have sidewalks or curbs
- Ban cycles from sidewalks
- Sidewalks that are plowed in winter (that's been better lately)
- trails would have safety zones - better lighting
- stop people from driving through red lights
- Sidewalks
- more controlled crossing on major roads (more 4 way stops and cross walks)
- get rid of uneven sidewalks
- Slowdown the traffic
- Walking options for winter
- A walking track would be great
- it's hard to get across in allotted time at crosswalks
- Enforce the "Walk Your Wheels" bylaw on Southampton beach sidewalk ALL summer
- Sidewalks all need to be plowed or shoveled in winter! (this was improved in the 2017-2018 winter)
- again...in the busy months I cannot cross hwy 21 except at the lights....too few and far between in Southampton!
- sidewalk on Falconer St. east of Bruce Street
- having cyclists warn when passing so they don't scare you on the trails
- enforce bylaw regarding bicycles and get them off the sidewalks
- side walks
- slow down traffic
- more traffic lights
- Maintain General maintenance
- more walking/biking trails in and around Southampton
- more benches for resting
- Keeping sidewalks cleared of snow and slush
- more crosswalk signs and signals

- Water fountains
- Use town sidewalk snow removal equipment on more roads running east west on beach side of main street
- Rail trail improvements crossing highway
- Traffic lights near Tim's in South
- Walking trails
- Maybe more snow clearing of sidewalks and trails
- Stop light at Ralph's intersection
- Side walk consistent on one side of st. I.e. Bricker, Emma street sidewalk switches from left to right partway down the street
- Sidewalks on busy streets e.g. wellington
- make sure there is an accessible sidewalk on at least one side of every street
- More sidewalks especially by the water park at The beach
- better sidewalks
- 4 way Stop at Bruce and joseph
- sidewalk improvement on Huron Street where they slope toward the street (people fall if using walkers)
- Improved street lights - very dark near Nodwell Park after sunset
- snow removed on sidewalks residents responsibility
- More sidewalks
- No bikes on beach boardwalk
- More 4 way stops to reduce accidents
- Improved sidewalk maintenance during winter
- More signs for trails
- no recommendations
- Sidewalk improvements
- All good
- Sidewalk on both sides of joseph street for kids safety
- The intersection of Joseph St to Waterloo St. Is very dangerous especially during before school drop off and pick up after school.
- Easier access to cross highway in Southampton
- Additional ways to cross Highway 21 safely, especially near the blind corners (Adelaide, Peel)
- Have the lights for pedestrians be automatic rather than having you wait for them to change, only to find out they aren't going to change

and you have to press the button and wait through a whole light

- Extend the Rail Trail thru to Adelaide Street which is currently just a path
- None needed
- Wider side walks on busy street like our main highway and some of our side streets
- Sidewalks on Hwy 21 from McNabb to Adelaide
- OFF ROAD BIKE/PEDESTRIAN path/trail Gobles Grove beach to Highway 21, in fact all the way east to Rail Trail in behind Wal Mart
- Safer crossings at all major intersections
- A better gap between sidewalks and roads.
- something to slow down speeders on Eckford/Blanchfield
- Consistent sidewalk plan
- level uneven sidewalks
- The rail trail is such a beautiful feature in Port Elgin. I would like to see some of the new sections of Saugeen Shores (ie Sandy Acres in the north, Barry's development in the South) mimic the rail trail by creating a meandering walking path accessible to the public. This could be a standalone feature, or make use of storm water drainage paths.
- Wider sidewalks
- SIDEWALKS-with a bylaw that states snow must be removed within 24 hours of snow falling
- A side walk along Steven/Harbour St. would improve safety especially in the summer time with all of the traffic
- porous surface footpaths instead of sidewalks
- OK now
- More sidewalks where there aren't any
- Add more sidewalks
- More sidewalks
- Sidewalks on more town streets
- More sidewalks
- Sidewalk improvements continued
- More sidewalks in Southampton
- More sidewalks along Steven's street especially by mailboxes and splash pad
- Love the path at shore. Not good having bikes and skaters sharing

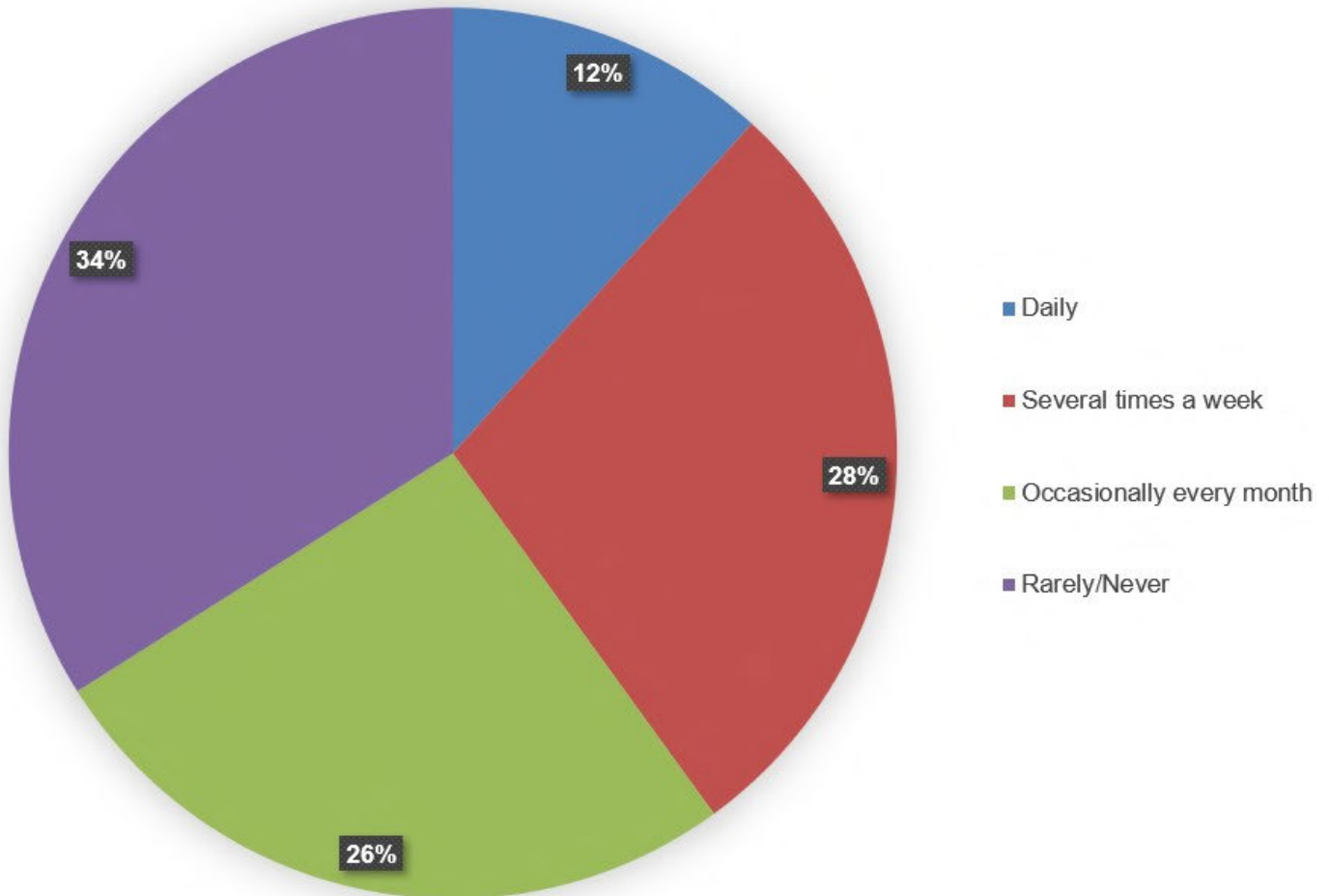
- Nothing it's easy to walk around town.
- I only walk where I feel safe and comfortable.
- More sidewalks
- Safe Hwy 21 crossing on rail trail
- Connect the trails by signage
- better sidewalks they are too uneven
- If parking was under control better you wouldn't have to walk in the middle of the road in between the cars parked on each side
- pedestrian crossing safety measures (crossing light) at rail trail near highway
- All good
- Older areas that have sidewalks have driveway depression areas which are trip hazards in some places. If this could be improved somehow it would allow to improve the walking experience.
- sidewalks or trails along busy roads (ie. 10th concession from water plant to the lake)
- Pedestrian crossing for rail trail across hwy 21 by highbury farms.
- More place to cross main street.
- clear the Southampton boardwalk in winter
- Side walk by the harbour around by the splash pad
- Public education on where to walk when there are no sidewalks
- Already good; lots of sidewalks and trails.
- Love the side walks you put in from Mary street all the way to independent.
- Should require developers to develop 10% into parks / and connected waling trails
- Increased sidewalks on both sides of streets
- Green Street access to Main Beach crossing diagonal is stupid.
- Provide a longer time for people to make it safely across the street at lights.
- Crossing hwy 21 at the market
- A few more sidewalks in locations that have none now.
- Keep cyclists off the sidewalks
- I'm happy with all walking routes
- Winter sidewalk clearing
- no bicycles on sidewalks

- Sidewalks on all major roads
- Bicycles walked on sidewalks
- Stop making improvements to the surface infrastructure of the roads west of the highway in the cottage enclaves of Southampton more suitable for driving at higher speeds and thus more dangerous to children, walkers and cyclists. We are happier to share the roadways with slow drivers than to be forced on to sidewalks to avoid speeders.
- No bikes or motorized vehicles on sidewalk with exception of scooters for handicapped
- Incorporating biking and walking lanes into road ways
- slow traffic down
- Crossing streets in both downtowns
- sidewalks
- Better, wider sidewalks, walking paths
- More safe cross walks
- Walkway to cross hwy 21
- eliminate any vehicular traff [bikes] on the rail trail
- More Street Lights
- Sidewalks on main streets
- do not make any of the existing streets in Southampton any wider, ie., sidewalks and curbs are not needed. ,
- more and better snow removal from sidewalks to avoid walking on the road
- Divert summer traffic away from 21
- All-Way stop at High & Victoria
- Okay as is
- 4way stop signs to stop speeding traffic in built up areas
- Hwy 21 bypass around the community
- A better way of crossing Highway 21 near Hi-Berry Farm during summer months
- more great paths
- Everything is fine the way it is
- better trail system
- More lanes turned into walkways and bike paths such as the one off grey street.
- Removal of bumpouts, no one stops at stopsign anymore. They now stop at end of bumpout to look around HUGE planter!

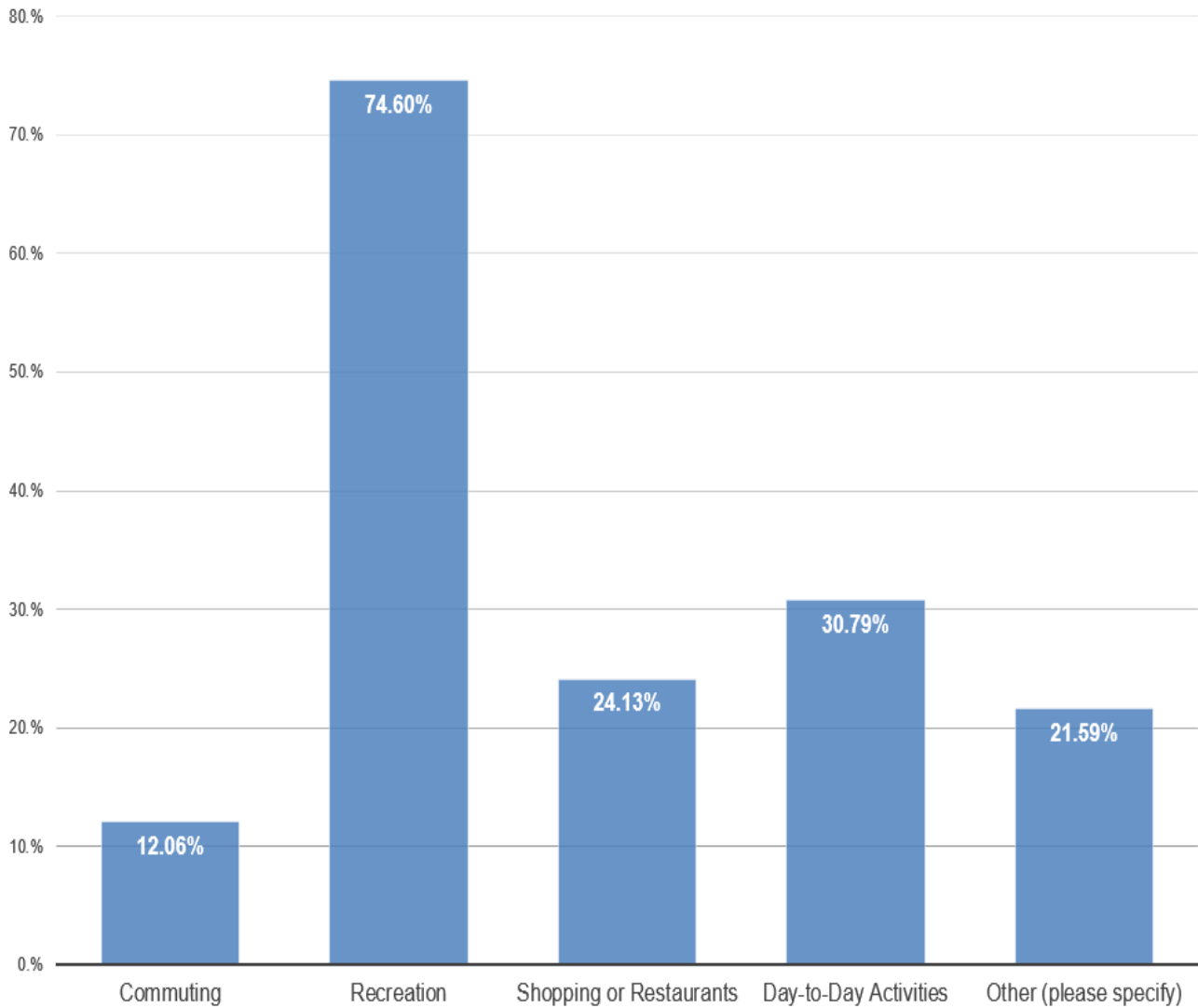
- keeping cyclists off the sidewalks
- sidewalks that don't drop unexpectedly for driveways
- BENCHES
- Decreased speed limits for vehicles.
- Shoulders paved
- A better sidewalk system.
- Sidewalks
- make one lane of the 2-lane bike/pedestrian lanes (that go from South St. along the lakeshore into Port Elgin) strictly for bikes and one strictly for pedestrians; it's very dangerous now, especially when bikers don't give notice that they're passing pedestrians, and that happens very often
- we need speed control on traffic in neighbourhoods, especially in the summer
- Wider sidewalks
- A sidewalk between Southampton and Port Elgin
- Maintain paths
- Keep it rustic in the traditional beach area in South so that people do not speed
- Smaller roads, speed bumps in high traffic areas
- more sidewalks
- a light at beer store to create a break in traffic flow
- keep the streets small/narrow to help restrict speeding.
- a cross walk between mcdonalds and ralphs
- Crosswalks for the schools should be more obvious.
- obvious painted and signed crosswalks on ALL STREET CORNERS within a 2 block radius of every school. push button crossing lights for busy intersections like bruce street and waterloo.
- more sidewalks
- Lack of lighting on streets especially since LEDs introduces. Spread is not good and there are dark spots.
- more connecting link from rail trail to downtown
- Shade trees
- Public transportation
- sidewalks around St Joseph School pick up at the end of day is dangerous with children walking on the road and around and between parked cars

- As previously stated easier crossing of the highway south of Morpeth St. The light there has only improved crossing at that spot.
- plow rail trail in the winter
- Keep up with adding sidewalks where they currently don't exist eg stretches of Arlington
- Better trail networks connecting downtown with other areas
- increased number of sidewalks
- Wider sidewalks
- Crosswalk at hwy 21 and McNab
- Crosswalk lights or painted markings at Grosvenor crossing High Street
- Cleared sidewalks in winter months.
- None, I think things are pretty good for walking
- Keep it rustic in the traditional beach area in South so that people do not speed
- add more sidewalks/paths
- Improved trail network to go south of town
- More sidewalks and cross lanes
- Need quick link between South and Port; maybe a small bus taking shoppers
- Bruce Street does not have sidewalks aligned with each other at the Johnston street corner. this means crossing a now heavily used road where there is no 4 way stop.
- Please do something about the Rail Trail on Hwy 21. MTO doesn't care and to my knowledge has only done traffic studies in the "off peak" seasons.
- Again, stop the speeders, next to the walkers on Northshore Road
- The sidewalk along the east side of Albert St between Morpeth and the beer store is slanted in places so it is hard for seniors to walk, winter in particular, to Rexall and there is no sidewalk past the Rexall to businesses further south
- Continue putting sidewalks on streets leading to parks, places of worship etc (schools, and downtown are well served)
- Less heavy traffic
- Sidewalks
- Winter walking facility

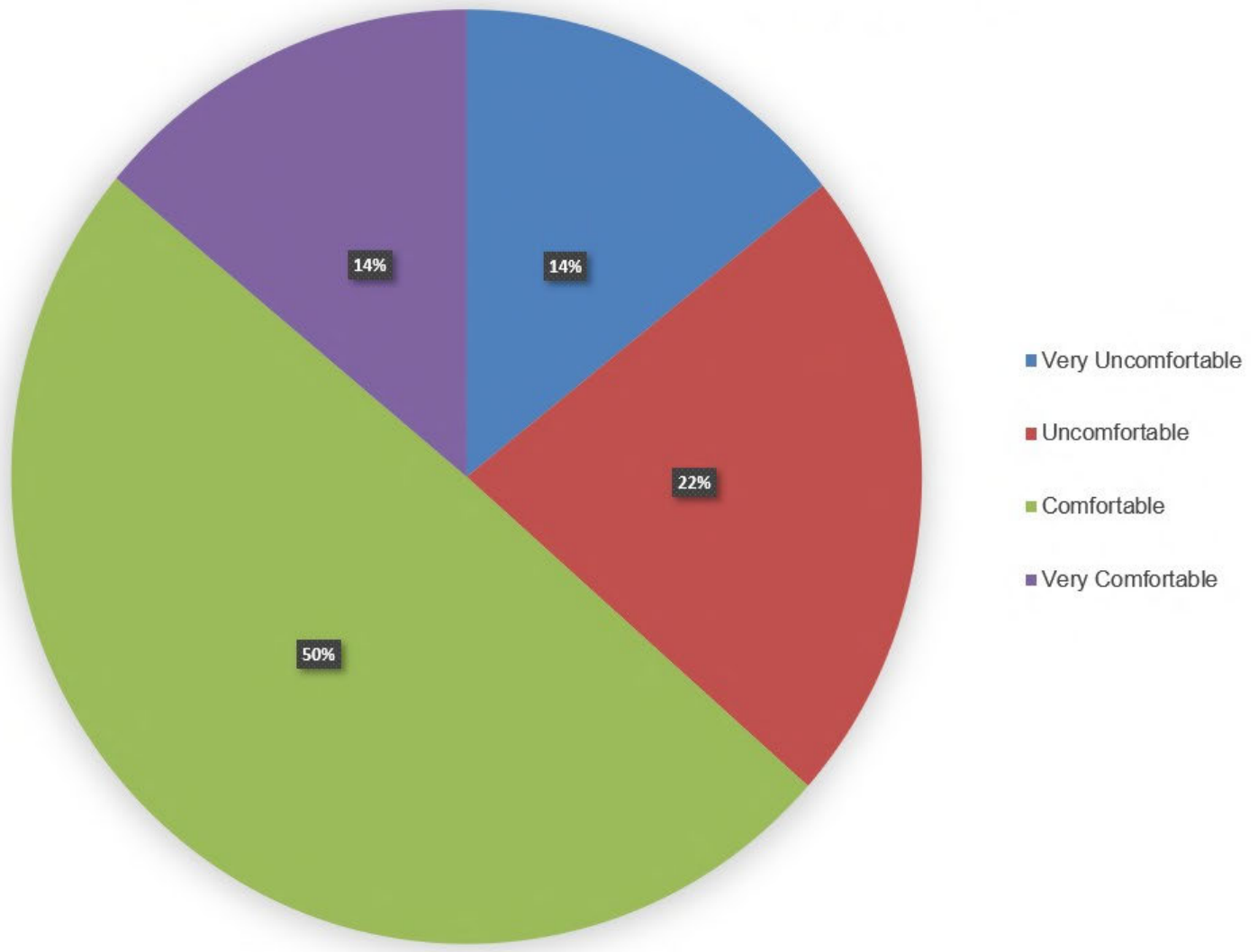
Question 15: How often do you CYCLE to get around your community?



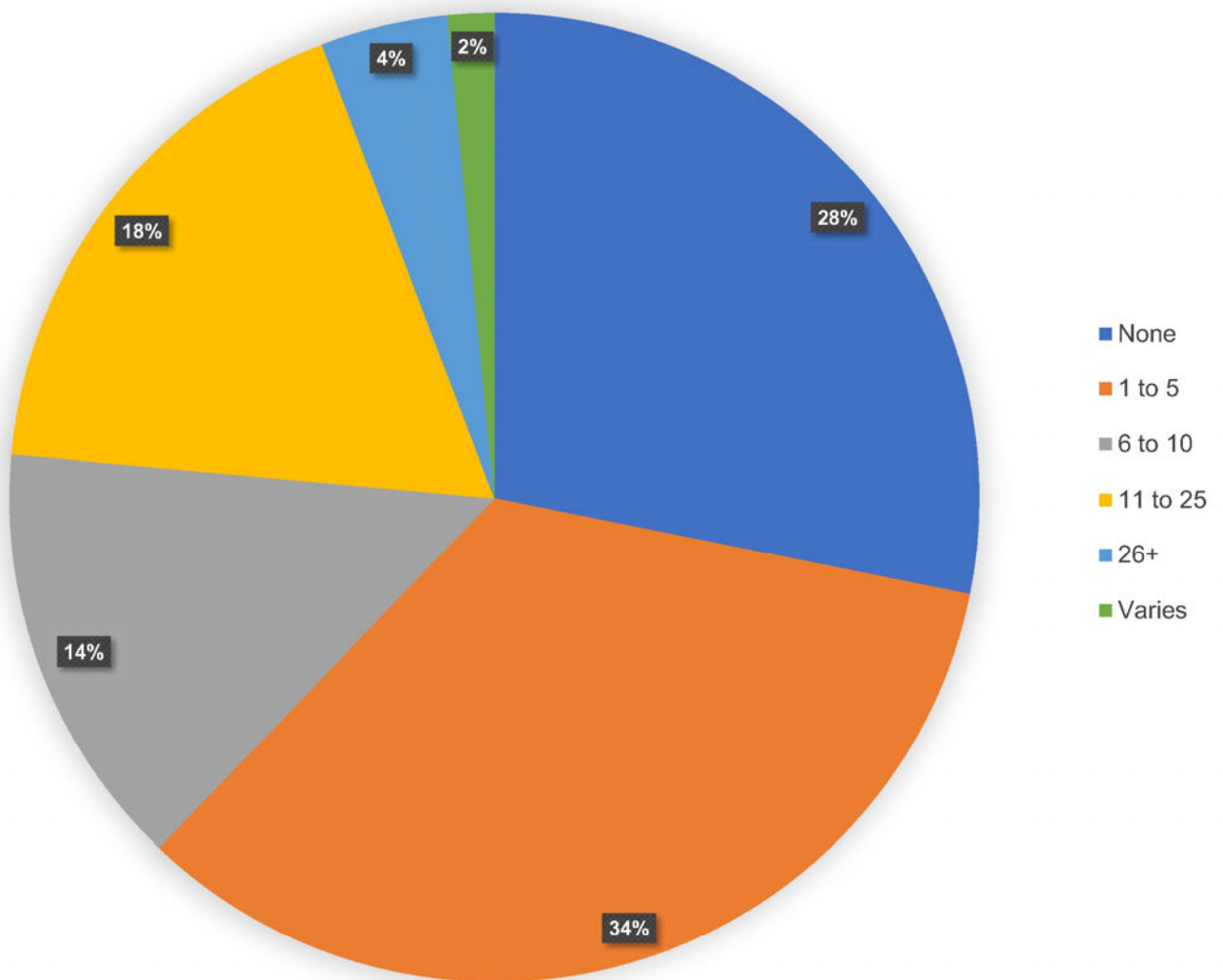
Question 16: What are your main purposes for CYCLING trips (check all that apply)?



Question 17: What is your level of comfort CYCLING with Saugeen Shores?



Question 18: How many kilometres do you CYCLE on a normal day (enter approximate number of kilometres)?



Question 19: What improvements to the cycling network would help getting around by CYCLING within Saugeen Shores?

- dedicated roadside cycling lanes
- Safe routes to schools
- Bike lanes.
- Bike lanes
- no improvements needed
- continue with some streets being designated and improved to connect with trail system only
- clear views at intersections in older residential areas
- bike routes to the shore--on road or off road
- Expand trail system to create more loops
- cyclists awareness education program
- Cross walk at High Bury Farms on Highway 21
- Pedestrian network is not the cycling network
- None
- Crossing mechanism at HiBerry
- keep the bikes off the sidewalks
- Cycling lanes
- Bike lanes
- two way bike lane on west side of bridge in southampton (to allow connection between north and south sides of town without having to cross highway (twice)).
- More bike lanes
- Enforce all speed limits better
- Extend the path from South street into Southampton
- Crosswalk where rail trail crosses 21
- More adventurous terrain.
- Bike lane from South street north to downtown Southampton road is wide enough already
- Making sure bikers obey traffic laws
- Upkeep / Maintain
- an overpass or light at the rail trail crossing near Highberry Farms
- We need a protected trail for bikes from downtown to the main beach.

Perhaps convert one of the laneways to a bike path and walking trail

- Cycling and pedestrians should have separate lanes
- If cyclists would follow rules of the road...
- My children bike: more cycling lanes, paved shoulders
- Controlled crossing on the rail trail across Gustavus
- Slowdown the traffic
- I cycle nearly daily from April-Nov/Dec. The main issue (for me) with cycling within Saugeen Shores is the lack of bicycle lanes on the two lane section of Goderich north of downtown. The traffic moves at a high rate of speed forcing bicycles onto the sidewalk. Segregated cycle lanes along Goderich would be fantastic!
- More initiatives reminding drivers of cyclist safety
- lights on hwy 21
- more bike trails
- lessen the steep inclines on the path along the beach
- re the crosswalk for highway 21 at Hyberry
- Bike Lanes on CAW Rd.
- over or under pass on hwy near HiBerrys for rail trail
- Bike lanes to places like Paisley, Salble
- Reducing overall summer traffic with a Saugeen Shores bypass (North Bruce to Chippewa Hill)
- Keep bikes off sidewalks
- Fewer parked cars on Huron St.
- Continued care and upgrading of rail trail
- More trails
- Bike lanes on Goderich and Gustavo's Streets
- cycling path from the north beach cycling path (in Port Elgin) to at least Gobles Grove
- Improvements to the rail trail
- Clean sidewalks in winter
- continue to improve railtrail
- More bike lanes
- More bike lanes as roads are rehabilitated
- Nothing
- Need a bike lane on Goodrich st

- the crossing on Miramichi Road is dangerous where it is-I think having it on the flat area would be safer.
- Designated bike paths
- crossing at railtrail on Highway 21
- Biking signs
- More bike trails
- Once again a trail along the 10th so I can walk/bike to town
- Rent bikes to ride around. I don't have a bike here
- Widen CAW rd. and provide lane for cyclists
- Bike Paths
- All good
- Cycling lanes on hwy 21
- Connecting trails for downtown and lakeshore trails
- paved shoulders on all roads
- Bike lanes
- Better connections between designated bike trails
- Crossing 21 from rail trail
- Same as comments on walking
- Hwy 21 in town is downright dangerous! Cars open doors in front of you and there is not much room for a cyclist between the parked cars and moving vehicles. A bike lane would be awesome.
- As above, extend the Rail Trail (across from Square Deal Neil's) Trail thru to Adelaide Street
- More share the road signs
- wide bike lanes everywhere especially on the main street
- Extend the Rail Trail into downtown Southampton
- Off road bike Lane Gobles Grove to Highway 21, in fact all the way to Rail Trail on Concession 6 to link with trail in behind Wal Mart
- A path to the grocery store for bikes/bikes shouldn't be on the sidewalk and 21 is too dangerous there
- Controlled crossing at Highway 21 and SR Trail
- No cycling on sidewalks
- Designated cycling lanes
- Saugeen Shores has the ability to create one of the best cycling destinations in the area, and provide an environment which encourages eco-commuting. However, it's discouraging to see

recent development focused on maximizing population density rather than creating a livable community. Evidence of this is removal of trails for housing on Concession 10 and Beiners trails. We need to start encouraging builders to setup housing developments that include biking trails that link to existing trails.

- Bike lanes
- bicycle lane close to downtown to promote safe cycling
- Do you really mean pedestrian network in this question??
- Marked cycling lanes on Huron street out to South street.
- Bike paths around town
- One way streets with bike lanes
- Designated bike lanes
- More 4 way stop signs
- Cycle lane
- do NOT cycle on sidewalks
- Expanding on bike lanes and trails
- More cyclist lanes on side streets
- Better crossing on rail trail. Hwy. 21
- Safe Crosswalks across Hwy 21
- Bike lanes
- Families riding abreast , mostly tourists. Dangerous.
- Cyclists actually following the rules of the road.
- Dedicated bike lanes
- Safer crossing on Hwy 21 on the rail trail by Hi Berry
- Connect trails
- More bike paths
- Parking of cars off road ways dodging and weaving in cars not great
- more bike lanes
- All good
- dedicated bike lanes
- downtown southampton is not very cycle friendly - angled parking makes it dangerous to ride on the main street
- Lighting along rail trail
- cycling paths along the roadway
- Wider streets for cyclists

- Public education for drivers and bikers
- Love the bike/walking path between Southampton and Port Elgin along the lake
- See my comment previously regarding crossing hwy 21 between port and south
- Need some trails heading east to west to connect rail trail and great lakes trail
- See previous comments
- North shore parking lot / boat ramp is a stupid place to have walking/bike a path enter.
- The only issue I have is when people drive up to a stop sign too quickly and I think they are going to run it and hit me. They also don't stop at the line but several feet passed it. That is the drivers fault.
- Crossing Hwy 21 at the Market
- It would improve cycle safety if we could direct cyclists to use Mill or Elgin Streets more in Port Elgin, and not Green St, especially not the Green St hill coming up from the beach.
- Cyclist education
- bike path to Sauble Beach
- Special lanes and allowances for bicyclists
- More bike lanes
- Parking on single side of all roads
- 4 way stop sign at High Street and Grosvenor in Southampton. Or a roundabout.
- More stop signs on Huron St.
- See above
- cycle paths
- Crossing hwy at the Rail Trail by Highberry
- bike path along hwy 21
- Bikes lanes too narrow
- cycling paths along highway 21
- Cycling lanes
- Bike Paths
- driver knowledge - need it safer both bike and car
- none. If streets widened, cyclists are endangered as cars travel faster.
- educate cycylists from out of town

- safer hwy 21 crossing on rail trail
- cycle lanes on Victoria, Albert, Grosvenor & Huron in Southampton
- Rail trail is too crowded in July and August with unsafe markings that people do not follow.
- Pedestrian light at rail trail and hwy 21 crossing
- Better way of crossing Highway 21 near Hi-Berry Farm during summer months
- bike lanes on streets with heavy car traffic.
- Bicycle lanes
- pedestrian light on rail trail at Highway 21 near Hiberry
- designated bike lanes
- Make the old lanes into paths, restore the old boardwalk to Bay Street,
- Removal of bumpouts
- cyclists need to obey the rules
- separated bike lanes
- Bike racks at bottom of Bay street & a bench
- Paved shoulders on outskirts of town
- More sidewalks.
- Shoreline path is dangerous and difficult in several places.
- bike lanes
- Share the road signs and education
- none
- Sidewalk between Port Elgin and Southampton on Albert St (Hwy 21)
- Improve east-west connector roads to include bike lanes- South St/road 10/county rd 25
- Leave the lanes and traditional beach area alone. People drive down them with their feet on the brakes. If you add curbs and sidewalks you encourage speeding. Ask the Bay Street residents.
- more bike lanes
- bike lanes
- keep streets narrow, and more stop signs. reduce speed limits on all streets except albert to 30kph
- Bike lanes
- love the shoreline trail and nodwell for the little ones. nodwell could use painted shapes/games for little ones to use.

- bike lanes
- Clearly marked routes especially if shared.
- More bike lanes or paved shoulders
- Public transportation
- allow children to bike on the sidewalks
- There needs to be more adherence by cyclists to the rules of the road. And not just rules of the road but common sense rules - riding single file, not riding in the middle of the road, bike lights at night
- bike lanes on major roads
- Easier link between main beach & Gobles Grove
- Crosswalk or chevron markings at Grosvenor/High Street
- Complete the proposed Hwy 21 Bypass for Port Elgin
- Leave the lanes and traditional beach area alone. People drive down them with their feet on the brakes. If you add curbs and sidewalks you encourage speeding. Ask the Bay Street residents.
- Sidewalks
- Status quo
- Cycling paths
- more secure bicycle parking downtown and attractions
- Improved crossing of 21
- Vehicle parking on streets where there are no sidewalks needs to be stopped
- Wider trails in Southampton
- need quick connection between South. and Port.
- enforceable no parking by high use areas i.e. schools
- More sidewalks
- See above re: sidewalk construction.....
- more multi use trails needed to keep bikes off of the main streets
- Incorporate bike lanes going forward
- Do you mean Walking or Cycling? Think I just did Walking
- Upgrade sidewalk along east side of Albert St Morpeth to Rexall
- (this question likely about biking) Good bike trails between Port Elgin and Southampton. Could be better signed to MacGregor point (via the shore road / gobbles grove / Gore Drain)
- None
- Less heavy vehicle traffic

- lower speed on hwy 21
- Bike lanes on Cty Rd 25, Conc. 10, South Street from Rail Trail to Lake
- Enforcement of existing speed limits.
- Slower traffic speeds
- possibly change 4-lane highway 21 to three lanes with a cycling space on either side and a turn left right feature in the middle
- redo Highberry crossing at a set of lights
- Provide a trail from grocery stores to residential areas to promote using bicycle for small grocery trips
- more bike lanes where possible
- Cross walk at McNabb at highway 21, at the Beer Store
- Cycling lanes on Goderich street would be wonderful or on another major street
- clearly defined cyclig paths on roads
- More/Better places to lock up
- Slow moving bikes allowed on downtown bricked area next to sidewalks
- paved shoulders (county road 3 - Burgoyne to Doll Road)
- Less traffic
- Extend bike path to Southampton flag and further north
- Create a bike path in the south end of town
- Smoother rail trail in the township.
- Join both downtowns to rail trail and shore bike paths
- bicycle stands at more locations around town
- The town has done a good job of maintaining current trails, but we need to start creating some new trails if we want a truly bike friendly destination
- Bicycle boulevards on Market, Stafford, Catherine, and maybe Joseph
- Slowdown the traffic
- Eliminating parked cars along Goderich in the downtown would also make cycling *much* safer downtown.
- more paths or bike lanes on Huron St.
- keep off sidewalks
- Keep up the good maintenance of trail system

- cycle/walking trail/paving from Carlyle to rail trail on east side of hwy
- Water fill stations on major cycling routes (no need to be winterized)
- bike lanes
- Better street lighting
- pave or stonedust railtrail from beginning to end
- Wider streets
- improve bike lanes
- Eliminate/restrict motor vehicles in some areas
- Signage for bike rules downtown
- Cycling is actually very good -I would like education of young cyclists to keep to the right (curb) side and to WEAR HELMETS-I have advocated this for years. Kincardine has signs (I can send you a photo-I did send to Cheryl Grace) - enforcing the law of helmet wearing is a joke. I would be glad to serve on a committee.
- Room for bikers to be safe
- Segregation from road
- Once again reducing the speed on the 10th - so dangerous
- Safer cycling intersection at Hwy 21 near HiBerry Farms
- paved shoulders on all roads
- Designated crossing at highway 21 and mcNabb
- Have a cycle/pedestrian first/right of way. Sanibel Island in Florida has this and cars must stop for pets and bikes. If you have main thoroughfares for cars (few lights or stops) cars will use those routes as it would be faster and cyclists and peds would be more free to use the other, less busy routes.
- Bike Lanes on Hwy 33
- Have alternative bike routes through town so that we don't have to be on the main highway
- Improve connector links between Rail Trail and beach bike path
- Bike Lanes Concession 10 and eventually South Street
- Stop putting woodchips on the woodland/biener trail
- To road edging storm drains and low curbing.
- Become a cycling town & make that known so people are more bike aware
- Perhaps some of the uninhabitable land located near the CAW Wind Turbine could get turned into a biking / walking trails.
- Improvement to crossing Hwy 21 ON RAIL TRAIL

- To improve cycling network, have a bike lane along 12 from CAW road all the way to B-line
- Marked cycling lanes out past dump/ along Doll sideroad and all the way into PE.
- Bike paths on Bruce Rd 33 towards Bruce Power
- More paths
- More bike lanes
- More bike lanes on parallel roads to Hwy 21
- Paved shoulders
- Enforce walk your bike at boardwalk
- More education on routes
- connect (shortcut) between Izzard and Shipley with paved trail for road bikes. Then I could commute to work easier.
- ability to cycle on sidewalks along busy streets
- Cyclist path on township roads
- More room for bikes along road, especially on High St.
- New developments should be more bike friendly. South side of town is poor for walking and biking. I.e. Mostly used for cars bypassing downtown, no trails to get off busy roads
- Have setbacks from major stop signs so you can see traffic.
- More bike racks
- It is very dangerous to bike with all the traffic on any mIn corridor
- More shoulder room on new/improved construction of streets
- Too many summer speeders, impatient, erratic drivers.
- pedestrian or cyclist activated lights near hy-berry farms
- Walkway to cross hwy 21
- separated bike lanes
- bike lanes
- Better enforcement of speed limits
- keeping existing side streets and laneways without sidewalks that will result in higher car traffic and speeds.
- bike trails throughout the community
- Make a bike lane up high street.
- Make high street bike free
- bike lanes for the widest roads

- decreased speed limits for cars and traffic calming infrastructure
- Linking trails
- Needs improvement. Many bikers do not have bells to alert pedestrians.
- one-way streets on lanes in Southampton which have heavy cycling use, especially in the summer
- Bike lanes; Bike lanes only on major routes.
- Cyclists have taken over Southampton which is good if they obey the rules of the road
- the bmx park could use funding. the paved trail there should be extended around in a loop for little ones to learn in a safe space.
- Enhanced signage to destinations
- Crosswalk or better right of way markings for pedestrians at Victoria/High Street
- snow removal of paths in winter
- pedestrians are at risk on roads with no side walks and parking on both sides. for example when people are going to the Salvation Army store, they will park on both sides. when the market is on green street they are parking on both sides. views are impaired for vehicles and pedestrians.
- Add a sidewalk out to Climate Clinic on Railway St
- Bike paths to schools potentially

Question 20: Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs within Saugeen Shores?

- Improved cycling and pedestrian infrastructure if invested in, will prove beneficial long term because the public will be more likely to choose to walk or cycle if they feel safe and supported by infrastructure. Traffic and congestion will continue to increase as the community grows. The Transportation Master Plan will help to determine how best to manage traffic flow and I hope that active transportation is strongly considered with equal weight. The majority of residents within the "urban" areas of Port Elgin and Southampton live within 2 km of most facilities and amenities they need to access regularly. When safe options for using alternate modes of transportation are available, people will start to change their behaviour.
- Reliable alternatives to motor vehicles. Some kind of transit.
- The SS Trolley is an excellent service, as someone who does visit Port Elgin/Southampton in the winter months too, would prefer not to drive and so public transit at least between the two urban communities would be excellent. I would love to take the intercity bus in and be able to get around on local transit and on foot. I do understand that as a rural area, we will not see buses every 10 minutes but a basic fixed route network would benefit Saugeen Shores.
- Yes I have more. I am an elected councillor in Port Elgin and look forward to a more detailed discussion. Thank you. Neil Menage
- snow plow mountains at end of residential driveways a problem for seniors especially
- Would a scheduled bus route between South and Port cut down on traffic?
- There is essentially no parking downtown on Goderich, so we might as well close it off to traffic and promote pedestrian traffic to create a social atmosphere like town squares in European cities. Provide more parking on Bricker and Waterloo so that you can park there and walk to the downtown core.
- transportation needs to go from one end of our community thru to the other Canadian Tire Walmart and IGA should be included.
- Traffic is getting worse as more people come to SS. Also, the through traffic is getting heavier as people use 21 to get to the peninsula.
- Remember more payment encourages more driving, it really is that simple so be cautious with your building
- Should be an affordable means of getting between communities locally

- We need a bus system operating at least during the week
- Cycling is very good - paved shoulder on HWY13 is a god send and really opens up recreational cycling options. Love the bike path between Port Elgin and Southampton! Woodland trail is a delight. Great recreational options exist already, which makes this a great town in which to live!!!
- The solution to more housing through port elgin seems to be more traffic lights. Make a bypass with less lights for those not requiring amenities down town. Southampton streets are crumbling apart, fix them.
- Improve visibility at stop streets for oncoming traffic. Approaching Green Street from Bruce is visibility restrictive with vehicles and greenery. Also stop sign at Joseph Street approaching from west to east is visibly restricted with crosswalk and greenery and parked cars on both sides of street.
- There is too much speeding in town. Makes a lot of activities less safe. Green Street and Gustavus heading west especially
- As the town expands, bus transportation may be required to enable residents to get around.
- Cyclists should be discouraged from biking on N. Shore Road! There is a bike path!
- Community involvement in ride sharing, possibly incentives, until shuttle or periodic service becomes viable. Multiple vehicle/motorhome driveway and street parking is serious problem for walkers, bikers, motorized wheelchairs as well as drivers in many of our neighbourhoods. Requires attention.
- Would the town ever consider a proper snow groomer for a network of ski trails to bring more winter tourism?
- Rumours are some thinking off putting bicycle lanes in downtown Southampton by removing angle hopefully this rumour only
- Northbound traffic from HWY 21 needs to be greatly improved when it comes to Ivings dr. Often congested south of Lake Ridge Dr intersection to the point of people not able to turn out of the Walmart/ Canadian Tire parking lot to go North. Instead easier to take Bricker!
- A local bus service is needed, especially as more and more seniors are moving to our community. All construction including round about and lights are for commuters to Bruce Power with very little for walkers and cyclists.
- Residents should not block sidewalks with vehicles, snow from their driveways, or untrimmed hedges.
- Bring the shuttle as far north of Red Bay and south to Kincardine.
- Paving company that is used in Saugeen shores should be terminated, example New bridge work on Gustavus (bad) and at Devanshire

- I love the layout of Kincardine with a downtown overlooking the water and the highway further west reflecting a commuter speed. And yet they still have a vibrant downtown core. I am less likely to stop and shop if I have to deal with so much congestion that I can't even park. By not having a detour around downtown you are forcing lots of traffic on residential roads. Please don't make Bruce St a bypass through town. Kids use that road to walk to and from school.
- with the growth of new neighbourhoods there will need to be more lights or roundabouts to keep traffic moving across Hwy 21 or onto it. Traffic along Shore Rd is getting very busy and it is a mix of visitors and residents - will there be alternatives to get across town without going to Hwy 21?
- Do not make Bruce street a bypass for the town as the area does not want more traffic here
- pavement in the older neighbourhoods, is not in great shape
- I would like non licensed electric vehicles like golf carts approved for transportation on 40 km zoned streets. Would help for grocery shopping and general cheap transportation. The Americans do it.
- I think we need to prioritize the safety of children over the convenience of vehicles. To me this means making designated school routes through town to get younger kids to the three elementary schools. These would require controlled crossings at all major roads, and also reduced speed areas and community safety zone bylaws to significantly increase fines along school routes.
- We need to slowdown the traffic. People are not obeying the speed limits. More police trafficking. We need to slowdown green street, there is too long of a stretch with no stops. Waterloo and green street intersection is traitorous. We need to slow down the traffic. Two newer four way stops were put in on Waterloo and it helps a lot. The town is growing in a very fast pace and we are not prepared as of yet. Bruce street should be a bypass until a better solution is implemented.
- Really need to work on getting traffic moving during rush hour
- get rid of the trucks in downtown
- My main complaints with transportation within SS is the amount / speed of traffic through Port Elgin's downtown which makes for a sub-optimal pedestrian experience. The lack of segregated cycling lanes along Goderich is also a safety concern for me as I am often pulling a trailer with children in it. There are north-south alternatives, but the amount of stop-signs on them can be frustrating. Cycling lanes on Waterloo and Bricker would also definitely benefit cyclists as those are the main alternatives to Goderich, but also have a relatively high volume of fast moving traffic. Thank you for asking for public feedback :)
- Lets preserve the forested areas along Southampton rail trail and all pathways, trails.....stop housing development

- If Saugeen Shores is going to continue to promote tourism I feel that the area is not yet ready for that increase. In the summer the traffic on South St has become unsafe as everyone is parking on both sides of the street for beach access. The three way stop is great at South St and Huron...if you can see...not always possible as it is too cluttered with cars, bikes, people. Also...traffic is too fast on Miramichi road. There are a lot of kids with their families biking. This needs to be addressed.
- Slow down the traffic on Bruce St. north of Market
- lower speed limits on the 10th concession; lower speed limits by Hi Berry farm entrance and the RT crossing
- add more trolley routes
- we bus to go shopping
- Retrain drivers, consideration for medical scooters, slow down drivers
- More crack down on Speeding cars around Town
- Very big need for a daily bus service between Southampton & Port Elgin like the trolley in the summer but all year round. buy & reopen the mini train at the Port beach.
- Trail crossing at Hiberry Farms could have a flashing orange sign or something more to warn motorists of the crossing. Discourage parents from picking up kids at schools. There are many cars idling outside every school when the kids could be walking or riding their bikes home.
- need more accessible transportation services
- buses would be nice
- More sidewalk clearing in winter would be nice
- Convince Charbonneau's to sell produce downtown by utilizing vacant lot east of old arena as a farmer's market. It makes more sense for a few pickup truck loads to come in from the farm than for hundreds of vehicle trips per day to Highberry. Eliminate Coulter Park outdoor merchant show on Wednesday's - incorporate it into Farmers Market. Eliminate Beach market on Wednesday's - do these people pay taxes? Are they selling licensed/legitimate merchandise? Do they actually attract anybody to Port Elgin?
- Buses: It is not possible to take a bus to Kitchener/Waterloo area from Port Elgin. There are probably lots of other places inaccessible from Saugeen Shores. There must be some opportunity for a technological solution for scheduling such trips on an opportunistic, irregular schedule using phone apps, to cut down on the cost of having a lightly used, regularly scheduled run.
- A lot of drivers ignore stop signs.
- watch Christopher Drive and Lisa Lane
- Speed limit between PE and South on Hwy 21 should be lowered.

- Need a lot more enforcement of driving laws near rail trail crossing of highway by Highberry Farm. For example no passing on shoulders.
- The rail trail is amazing and we are lucky to have it. To encourage biking a dedicated lane on the roads would be great. Traffic will only increase in the future. People will be taking back streets to avoid the main street. Streets like Waterloo, Bruce, Bricker and Wellington will become more dangerous for walkers, bikers, etc. This should be addressed somehow.
- Traffic lights & bike trails
- Public transportation ..with increased # of seniors , will be more difficult to get volunteers to drive . Transportation between the towns will. Become more necessary as we age.
- Rail trail is so great to have. We are lucky to be able to enjoy this and also the north shore walking/biking trail.
- It is extremely hazardous crossing highway 21 at HiBerry Farm, both cycling and turning by car. It can also be hazardous walking across the road (Bricker Street) at the post office - people are driving extremely fast along Bricker and through that intersection, especially near end of day.
- Do not add curbs and sidewalks to lanes and older beach neighbourhoods
- Many people are on a limited budget due to disabilities and collecting OSDP. They cannot afford cab's to get groceries etc. Many senior's have lost their driver's license for various reason's, and on a very limited income and cannot afford cab's. Many people that are employed full time cannot afford to keep car's on the road to get to work-due to high rental cost's in the area and no available income to purchase a used car that will be expensive in repairs-cannot afford insurance. A very well planned bus route would benefit so many people in my opinion!
- Maintain the bridges in Saugeen Township, and upgrade some loose surface roads to tar and chip
- Kids walking to Northport need a safer option at Bruce/Joseph, and at Joseph/Waterloo. Cars drive too fast through those intersections without looking. Someone is going to die. One alternative is a crosswalk. A maintained trail from Bruce/Joseph to the school yard through the park would divert a lot of traffic off Joseph St.
- Hwy 21 should be a 60 speed limit all the way to Port Elgin-there is a driveway about every 300 m plus the dangerous trail crossing. If not, then the change to 80 presently on a curve at South Street should be changed AFTER the turn off to Burgoyne. Another item would be parking on the streets, especially of RVs and trailers -
- Speeds need to be posted lower on crescents, residential streets to say 20 km/hr for the safety of residents
- The cul-de-sacs need speed reduction to 20km. I live on one and

mainly in the summer people travel to fast and we don't have sidewalks. There need to be more street signs, esp at Division. Everyone missed that turn.

- I have had a number of clients tell me they use the trolley bus during summer to go to hospital for appointments. I feel a trial of a bus that runs 5 days a week from 8-4 pm would be beneficial to both communities and support our lower income individuals
- Please keep free parking! It's such a nice feature to the town.
- More policing of speeders on Goderich street
- Lets use our tax dollars to fix tax payers problems, not make it easier for tourists to get around. Our town is booming lets jot bring more tourists to the area. Ensure the people that live here are accomodated and we will soend iur miney in town without relying on tourists. In the summers i dont even want to deive through port wlgin due to he amount of traffic. I go around through burgoyne to get to southampton.
- I'm very impressed with the improvements to cycling infrastructure that Saugeen Shores has made in the last 10 years - congratulations and I look forward to continued improvements in this area. Thanks!
- stop lights in port elgin need to be timed better. Roads need to be brought up to standards. Drainage issues on Victoria street need to be addressed at Spence.. Adelaide between Breadalbane and Victoria is broken down and no wider than a path
- Please install an advanced green light (and/or advanced left) by the lights at Circle K convenience store. Also, it would be wise to create a right turning lane into Wal-Mart (off 21). It gets incredibly congested in the afternoon between concession 6 and circle K. This would improve the flow of traffic between this stretch of pavement.
- Need low cost transport for low income.
- Bike racks for bike locking downtown Southampton are great and we're long over due.
- Dual bike lane on the west side of the bridge across the Saugeen River
- Cycling and Walking are so much healthier than driving. I try not to drive but cycling is so dangerous especially on 21 and there are not good alternative routes or wide sidewalks to make it safe. Please connect with other counties and make our roads safe for cyclists
- We need a stop light at the Rail Trail and Hwy 21 at Hi-Berry Farms. It is nearly impossible to cross the highway in the summer and it is extremely dangerous. It could be a light activated only by pushing a button to cross.
- PLEASE.. left hand advanced turning lane at Ivings Drive... PLEASE bike lanes or off road on County Road 25.. PLEASE set of stop lights around vacinity of Tim Hortons in Southampton

- More consideration be given to bike and pedestrian traffic during all four seasons. ie bike lanes snow removal on section of trails for walking. A share the road share the trails approach be adopted.
- I think it is important to maintain the rural/rustic feel of the cottage areas in Southampton (mostly Huron street and west)- money/improvements better focused on alleviating north/south traffic on Highway 21 near High Street, Saugeen River and Port Elgin main business district. Those areas can be dangerous, particularly for bikers.
- Traffic is dangerous on Gustavus near the Salvation Army Store. They have no parking and often double parked vehicles obstruct traffic. Customers there also use other private business parking causing issues. Customers meander across traffic as though it is simply a parking lot. Can they not locate to an appropriate location? Walmart would not exist downtown without customer parking
- Quit wasting money on things like widening, sidewalks and curbs on Chantry View. Think before you destroy the ambiance of the town. There are other alternatives to explore before you turn the town into a Toronto subdivision.
- More advanced left turns at traffic lights on a consistent basis
- Very concerned about the increase in traffic levels/speed on Bruce street and future plans as a "BYPASS" which will make the issue much worse. This street runs right through the heart of the western residential area of town, Many families walk, cycle along and cross this street. Fully support the need for a collector road servicing the area but not for other through traffic. I have been told there are even plans for stoplights along Bruce indicating a substantial planned increase--I would expect that all effected residents would be kept fully informed of plans including traffic studies etc. The "small town" charm of this area is in jeopardy!!
- More patio space downtown would be nice
- Construction vehicles should not travel through existing residential neighbourhoods - they should access the new construction area through a dedicated construction route. Example, vehicles of every size, including loaders, cement trucks, etc travel on Mary St, Joseph St and Highland St for construction north of these neighbourhoods which include a seniors residence and an elementary school while Devonshire Rd should be the access route. Very poor planning!!!
- Due to night vision deteriorating with the aging population in Saugeen Shores, a form of public transportation that would operate until midnite would allow many seniors to enjoy events in our community. An inclusive community!
- I don't think that cars need to moving anywhere any faster. We need to be implementing more 4 way stops around Saugeen Shores - especially near schools and areas where cars tend to speed up. Getting somewhere 30seconds faster is not as important as personal safety.

- Crossing the highway on the rail trail near highberry farm can be dangerous, especially in the summer
- The layout of Southampton at the corner of Victoria and High St is not a suitable location for the traffic volume expected by the ONII. All ONII parking should be at the Arena parking lot with access off 21 and the access from High St. closed off. Also, the Town of SS should promote the use of bicycles by outdoor maintenance staff. Provide more bike-stands for cyclists to lock their bikes. Have biking turn signals at all traffic lights for cyclists.
- Keep Southampton at only 1 traffic light.
- Port Elgin is a mess of traffic lights, but don't know what you can do about it now.
- Why no questions about a bypass? It is badly needed and planning should be going on now.
- Vital to communicate with permanent and seasonal residents about proposed changes.
- Decrease the current standard of 8m wide roads to 7m. Allow for 6m wide roads in more scenarios to make room for alternative methods of transportation and slow traffic. More parking on main street. Create a bypass that follows rail trail from Hwy 21 to concession 6. Connect Izzard to Shipley more directly with a road and/or bike path.
- It would be nice to have a bus/shuttle (sort of like the trolley) that could take people from Port Elgin to Southampton (and maybe some stops in between- Saugeen township and to the First Nations reserve), during every season, and well into the evening (2am).
- Emphasize the need for four way stop signs at all town intersections
- Rail trail should connect to new ball diamonds and soccer fields...and put a water park there as well...and a pavilion...so people have a way to a central rec. Location
- I would like to see public transportation available
- Expanding on the trolley service. Having a bus type service with longer hours. Maybe even including sauble beach a few times per day.
- Would love to see a bus service that connects communities (possibly busing between Owen Sound, Paisley, etc.) Which could also help bring in more workforce to fill the growing need of employees in the service industry in town.
- My father in law is a senior without a drivers license, health issues, and there are little economic options for him to get around.
- Big challenge within existing geography and infrastructure to accommodate growth that is inevitable. Perhaps consider traffic flow improvements with one way streets in heaviest areas.
- I live in Southampton, but have been on the south end of Port Elgin

when men are coming home from the point and the speeding is ridiculous. They don't even slow down till they get to McDonalds. Where are the police. This happens daily.

- Sometimes I see folks in wheelchairs or those motorized scooters for physically challenged people on 21 late at night or during bad weather. It would help them if there were sidewalks there so they can travel safely.
- Too many traffic lights. In winter when Hwy 21 is closed, CAW lights should be flashing yellow to flow traffic and prevent backup during morning and afternoon rush hours. Or extend Bruce rd to CAW rd.
- Make sure Bruce St. goes through ASAP. Need a bypass route around Hwy 21 especially in the winter. Get rid of useless 3 way stop corners. They don't work for speed control.
- Consider a shuttle between towns
- The traffic light timing in Port Elgin is Terrible. It takes forever to get through Goderich Street and often have to sit at lights when there is no one coming the other way.
- Cabs are costly. A way to connect people that don't drive to all the areas in Saugeen Shores cost efficient
- there needs to be a light at McNabb and the highway
- My major concern is the safety on the curve between Southampton and Port Elgin.
- Maybe more volunteers to drive seniors. All else good
- The bump outs at Grosvenor and High Street are a great improvement to the streetscape and the ability to cross the street. Further pursuit with MTO regarding some type of crossing facility along the rail trail at Hwy 21 adjacent to Hiberry's should be pursued. Speed reduction along this stretch of road into Port Elgin should also be looked at.
- Need to handle summer "through" traffic...main street is far too plugged up.
- My main concern is the traffic & speeding on Grosvenor St. South. Adults & kids are riding 2 or more abreast at times & with the speeding of cars it's only a matter of time before there's an accident.
- consider angled parking on all down town side streets. Parking has been wiped out with turning lanes. The turning lanes are causing a very dangerous situation
- by forming the habit to go around turning cars at all intersections and cross walks. Quit adding stop lights to Port Elgin !!!! We don't need 11 red lights.
- Not sure how I feel about this but maybe limiting street parking on Goderich street between July 1 and Labour Day. Would need additional parking off the main rd to support this

- Extend the trail behind Ridge st, taking it through new subdivision on south side heading towards Walmart to meet up with Gore Drain trail.
- Consider permanently closing the section of road with the farmers market (and turn opposite side of intersection into parking only), to improve down town parking and reduce number of traffic lights going through town.
- I don't drive and taxis between South and Port are very expensive. We need an economical way to travel between the two towns.
- Fix the things I said. Here they are again: 1) Advanced left/turning lane, NB on Goderich at Ivings (someone is going to get killed in the CircleK parking lot from people cutting through). 2.) Extend Bruce Street all of the way to CAW. 3.) Move the bike/walking path entry into the parking lot. Its too busy with parking, boat launch, and tourist. 4.) Have proper crossing from the sidewalk on Green St. to the Main Beach, NOT DIAGONAL! 5.) Have sidewalks on major roads where pedestrians use.
- Traffic moves too fast on Grosvenor St. especially in the summer. Also reduce truck traffic on this street
- Public transport on a regular timetable would keep many cars off the road and help those who cannot drive
- More bicycle friendly areas would be an excellent improvement. Also, bicycle rental opportunities for residents and tourists would be a great addition to the community.
- It seems silly that Green St which is the main access to the beach is closed at Goderich on every Wednesday in the summer. We need signage at the corners of Mill, Elgin and Market indicating where the beach is to help our summer visitors
- Shuttle between Port Elgin and hospital for bloodwork, tests at hospital provided at a reasonable cost. Looking at providing something similar to Owen Sound and back.
- Spend the surface infrastructure improvement funds outside the area of Southampton bounded by the highway to the East, the Lake to the West, Adelaide Street to the South and the River to the North. Each improvement, i.e. sidewalks increases traffic and speeds thereby reducing safety for cyclists and pedestrians. Particularly, children going to the beach, tennis courts, etc...
- Park on one side of road. Garbage and recycle on the other. Easier pick up. Traffic calming on core streets (not speed bumps).
- Increase of public transportation to Toronto , Owen Sound and KW
- Since we have moved here the traffic has at least doubled, however the roads have not kept up #of lanes, safe biking and designated walking areas. Ease of getting down to the beach safely is a concern as well.
- traffic speed coming into Southampton and leaving on High street is a major concern, it has become the bypass through Southampton.

- There desperately needs to be some pedestrian space on High street between Holiday Park and Grenville. There currently isn't even any shoulder space to walk (or cycle). Many children use this route to walk from Holiday Park and homes along this route to walk downtown and to school. It is often used for walking at night in the summer. It's very dangerous.
- Highway 21 between Southampton and Port Elgin seems headed for gridlock in the summers months. Reminds me of the Hespeler Road mess in Cambridge. Just adding more lanes won't be the answer. Wider roads just generate more traffic.
- sidewalks on faulkner between Waterloo and Sumpton
- Too much speeding in town. My son is not in bus zone for GC and there is no way I'll let him walk or bike to school when he has to cross hwy 21 to get there, even with cross walks (that people still run through).
- We need year round public transportation, we definitely need something at the railtrail crossing hwy 21 near highberry, Cycling lanes, less lights downtown will keep congestion down (maybe roundabouts?)
- PLEASE do not widen streets in Southampton west of Huron Street. This area is a walkers' and cyclists' area with cars being third. It is an area to enjoy on foot or bike. Any street work (widening) would only make cars drive more quickly = hazardous to those on foot or on bikes.
- As we have an aging demographic, with retirees in Southampton, as public transportation service would be most welcome. I can't drive due to poor vision. My husband has died. Without transportation I am very isolated. I would love to have a bus to Owen Sound.
- 3 way stop at South street and Meadow Lane is dangerous. Thru traffic on South street does not always stop. This has led to near collisions when exiting Meadow Lane. Suggest stop be changed to single stop on Meadow Lane.
- Increased traffic means we will someday have to consider bypassing the towns. Emphasis within town should be pedestrian first, not cars first.
- Cottages areas should remain as is and not widen all roads. People who live here also appreciate the town for its rustic feeling and came here to get away from the city and its fast moving roads etc. Preserve that small town feeling or you will not have people moving here .
- Do not citify the area to make it like urban areas that we are here to get away from
- You have done a good job with the transportation system. We can get around

Appendix C

November 2018 Stakeholder Group Sessions

GROUP 1: Representatives of Municipal Heritage Committee

Question 1:

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Represent a specific group
- Advisory committee to Town Council on heritage matters

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Entirety of Saugeen Shores concerning heritage matters

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Heritage interests are growing (Southampton more so than Port Elgin)
- Public transportation and connections to cultural heritage interests and destinations in the Saugeen Shores an important consideration
- Sidewalks and associated parking to cultural heritage interests and destination (i.e. existing Walking Tour)
- Timing of signals on crosswalks are short, particularly in the summer

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Considerations of impacts of street improvements and/or widenings on heritage character and perspectives
- Recognize heritage as a big tourist attraction to the Town
- Design streets as more “casual” spaces
- Adequate parking for destinations (Ferry Lake, Museum/School, Innovation Centre)
- Accessibility a big concern for street works and improvements
- Character of open spaces, greenery and trees

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Town staff have been accommodating to discuss and work with groups
- Town staff cognizant of detail regarding heritage character

GROUP 2: Representatives of Southampton Residents Association**Question 1:**

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Represent a specific group
- Southampton Residents Association
- 474 members (approximately 800 voters)
- 59% identified as “seasonal” (64% in 2016)
- Older demographic and perceived as “cottagers” association

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Comments principally reflect Southampton
- Four strategic priorities: relationship-building, governance, sustainable development, and environmental-stewardship

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Beach and water quality are key
- High Street patronage versus highway
- Pay attention to design guidelines
- Beach area is perceived by group to be poorly defined (78% want to maintain existing beach width; 17% for sidewalks and curbs; 6% for wider streets; 23% for storm sewers; 14% for other)

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Walking / driving on local streets
- Support for bike-friendly community designation
- A liveable community is a walkable community
- Explore inclusion of a “cycle roadway” classification in the transportation master plan
- Origin and destination consideration – can people get there by foot and bicycle
- Snow removal is a long-term objective and strategy that is missing
- Transportation planning needs to go beyond 2030
- Consideration for special area policies for different communities or “character areas”
- Pedestrian and bike-friendly considerations and traffic calming elements (Grosvenor/Victoria with cut-through issues)
- Suggestions to enhance the safety and access of pedestrians, disabled, and cyclists along these streets and at these intersections (in no particular order):
 - o Repaint the pedestrian cross-walk lines and add signage at various locations
 - o Add bicycle-lane logos and signage along all existing and new bike lanes (especially at intersections where traffic turns onto the bike-lane route)
 - o Create on-line maps and post signage to publicize the designated pedestrian and cycling routes in SS. Note: for the posted signage, instead of installing multiple copies of the same map, consider orienting the sign according to direction (e.g., show lake on either right, left, behind, or in front of sign location)
 - o Develop a snow-clearing plan for roads with no sidewalks to allow pedestrians and cross-country skiers to use the road-shoulders safely
- Suggestions to reduce traffic congestion during busy seasons should include investing in, or create Public Private Partnership to provide, the required levels of year-round public transportation throughout all of Saugeen Shores, preferably using smaller vehicles that are more eco-friendly than the Trolley
- Suggestion and comments on the transportation policies within the Town's Official Plan:
 - o Official Plan transportation objectives currently unbalanced (1st three concern traffic, 2nd two concern people)
 - o Suggest reworking the order of the Objectives in section 4.2 of the Official Plan to emphasize active transportation and environment

- o Suggest including transportation planning horizon dates (5, 10, 15, 20, 25, ... 50 years) to tie better with capital projects that require funding and time to prepare.
- o Suggest creating transportation classifications for other modes of transportation in Section 4.3.1 of Official Plan (i.e. Arterial routes, collector routes, Residential routes, Truck routes, Laneways routes, Cycle routes, Pedestrian routes, Accessibility routes, Cross-country-ski routes, Boat route)
- o Suggest adding section “4.4.8.2 Special Policy Area 2”, and within this subsection regarding maintaining cottage laneways at historical widths (78% of membership surveyed) in order to preserve the unique heritage and character of the area, and to reduce traffic speed while encouraging active transportation, as well as signage of an appropriate design be posted delimiting the “unique area”.
- o Suggest adding section “4.4.8.3 Environmental Sustainability Design Guidelines” with the following considerations
- o The overriding consideration should be eco-sustainability (i.e., a carbon budget). Carbon budget is based on carbon- sequestering projects and carbon-using projects (credits and debits): within the carbon budget, the Town chooses projects from the selection of sustainable options and ensures that it does not go into carbon-debt
- o Transportation-related runoff guideline: runoff prevention infrastructure is required in all areas prone to runoff in Saugeen Shores. Measures include rain gardens, swales, infiltration catchment basins, and infiltration materials instead of impermeable materials. All of the above should be designed according to new predictions of storm-water events that account for increased worst-case scenarios caused by climate change, and should also incorporate planned road development and loss of current infiltration areas.
- o Tree-cover guideline (new-roads and road-widening): plant trees along boulevards, roadsides, and trails. Also, use trees to provide more sheltered areas for pedestrians, disabled, and cyclists.
- o EV guideline: Increase the number of ev-charging stations throughout SS, including charge plug-ins for e-bikes. All public parking areas, including all street parking areas, should have a percentage of parking spots equipped with EV charge points (either subsidized or privatized)
- o No-Idling guideline: install more no-idling signs (harbour, foot of High Street, school pick-up drop-off locations, High Street parking spaces. Also, repaint or replace faded existing no-idling signs. Also, install electronic signs at the traffic lights to advise drivers that they will save on fuel if the turn off now (the signs are timed with the lights and the average fuel consumption across all vehicle types)
- o Anti-littering guideline: install anti-littering signage, and work with local groups to develop the “adopt-a-road” program, whereby individuals and community groups volunteer for litter clean-up along sections of roadway, sidewalks, bike-lanes and so on.

- o Suggest adding 4.4.8.4 Cross references with Design Guidelines, and in this section, refer to the Design Guidelines and pull out transportation objectives and policies

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Things that are working well: snow-clearing (4/5); road clean- up (3.9/5); focusing business access along High Street, rather than along Highway 21; restricting rail-trail and all off-road trails in the Town limits to non-motorized vehicles is essential and is much appreciated; the EV charging parking spaces on High Street are an excellent initiative
- Suggest contacting CUTRIC, especially regarding the first and third of their “Pillars of Innovation”.
- Data collection is key and rather than random or strategic sampling (traffic counts), it may be feasible to monitor traffic for longer durations (full calendar year) using traffic cams and then analyse the data using pattern recognition techniques.
- Reliable data informs current usage and eventually, over multi- year periods, trend analyses and various data can be determined: through-traffic volumes (n/a for pedestrians, cyclists, disabled); in-town traffic volumes, busiest routes, peak time periods, congestion areas, parking duration.

GROUP 3: Representatives of Saugeen Shores Chamber of Commerce

Question 1:

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Represents business community members of the Chamber of Commerce

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Represents entirety of Saugeen Shores, although particularly for membership
- Indirect support for tourism

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Staffing for businesses is a big issue, particularly for service industry (bars and restaurants)
- Lack of transportation options is a big issue for these employees
- Interest for regularly circulating transit system through
- Consideration of the Innisfil Uber example
- Residents are using Trolley between Southampton and Port Elgin, which was not the intent
- Transportation options for the elderly is important
- Boaters arriving into area have no transportation choices to get to supplies on stopovers
- Taxi service has expanded over the years, but expensive for regular use
- Transportation routes are getting longer with continued growth of Town
- A transportation master plan is one of the missing pieces
- Ordering and sequencing of improvements to transportation network is important

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Not enough affordable housing options within Southampton and Port Elgin communities for business employees (service industries)
- Communities like Tara and Paisley provide more affordable housing options but lack of transportation options limits suitability and access for service industries
- Should be tapping into outside communities through public transit options
- Transportation needed to meet growing community: environmentally sustainable, accessible, direction flow, meeting tourists needs, addressing demand issues
- Rail Trail crossing of Highway 21 at Hi Berry Farms an issue
- Distinction of “neighbourhood” streets versus “local” streets
- Consideration of environmentally sustainable sides of construction practices
- Parking area utilization is important consideration for businesses (demand versus supply)

- Consideration of hierarchy of intersections (main street, gateways, destinations)
- Not all streets need to be the same in terms of function and design
- More roundabouts and street trees are encouraged
- Heritage-sympathetic street lights

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Transportation system is currently not meeting business needs and demands
- Communication and messaging of the transportation options and availability is not clear
- Town has difficulty with finishing projects
- Aesthetic considerations of projects is lacking and need to hold construction to high standards
- Need for an understanding of a long-term improvement strategy to the transportation network
- Need to address the rural areas of the Town as well
- A “hodge-podge” of speed zones through the community is confusing to drivers
- Need to work with Utilities on street design matters
- Proliferation of signs on the sides of roads

GROUP 4: Township Senior Management Staff

Question 1:

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Town staff for the entire municipality

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Representing Town staff interests for the entire municipality

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Need for a sustainable transportation plan
- Saugeen Shores is taking off a cycling destination, but not comfortable taking cyclists onto certain streets given traffic volumes and conditions (i.e. Highway 21)
- Desire for fewer vehicles and more cyclists in the waterfront area, per direction of Waterfront Master Plan

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Question of why existing lanes in older areas are underutilized but new lanes are being put into new neighbourhoods
- Market Street was a "failure" as a bike street
- Four or five specific streets identified in Official Plan for bike routes
- County Road 25 is being considered as an active transportation route
- Importance of professional advice to Town Council to sort through diverging opinions
- Rural roads and bridges – need to consider routing without these bridges in times of emergency
- Wellington Road needs to go to Concession 6/10
- Need to be cognizant of where roundabouts are located for the active transportation perspective
- Reconciliation of speed limits throughout Saugeen Shores is needed
- Left-turn lanes are difficult along Highway 21
- Bruce Power is vocal regarding Highway 21 and Highway 20
- Heading to Sauble Beach a left-turn lane in Southampton is needed
- Consideration of paved shoulder on road to Sauble Beach

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Having policies and standards has been good, but community reactions to implementation of these has been difficult
- Extensions to the Connecting Link of Highway 21 for Town has been good, but decisions have been too lenient regarding accesses to Highway 21

- Need to update the threshold for undertaking a traffic impact study

GROUP 5: Representatives of Saugeen Rail Trail Association

Question 1:

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Represent the Saugeen Rail Trail Association, with a membership of approximately 125 members and Board of Directors of 10 to 12 members
- Rail Trail is 10.5 kilometre section through Town
- Association receiving annual grant from Town

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Current focus is on Port Elgin and Southampton

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Overall goal of moving people year round, 4-seasons
- Broad interest of looped active transportation network with off- street linkages to on-street routes
- Interest into connections to Kincardine network and to Paisley

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Biggest issue concerns where Rail Trail crosses Highway 21 at HI Berry Farms
- Curve of Highway 21 put 60 to 80 km/h speed zone is dangerous for those crossing the highway from the Rail Trail
- Traffic flows are increasing year to year
- Recognition of volume of active transportation routes is needed
- Identification of connecting linkages is needed
- Assistance to improving linkages is needed
- Recognition of 3-season bicycle traffic is need

- Importance of active transportation and tourism connections
- Addition of trail amenities desired
- Assistance with plowing of trail wanted

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Good communication with Town staff
- Good assistance from Town staff with grant applications
- More communication needed with owners of other parts of the trails is needed
- Additional budget is needed
- Amalgamation of connecting links to Rail Trail desired and policy to make those connecting link viable
- Tourism draw related cycling
- Security aspects of vandalism need assistance

GROUP 6: Representatives of Saugeen Shores Accessibility Advisory Committee

Question 1:

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Advisory committee to Town Council concerning matters of accessibility
- Represent a range of interests, including people with disabilities or injuries, seniors, and parents with strollers

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Committee represents the entirety of Saugeen Shores concerning matters of accessibility

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Regular public transportation needed particularly for seniors and

mobility challenged

- Easy, affordable transit options
- Trails design and construction considering accessibility needs
- Consider shuttle as part of developments
- Audible signals at street lights and expanded time signals
- Slowing function of traffic signals

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Bring policy changes and projects to accessibility committee early in the process for true input, rather than near the end
- Consistency in consultation is needed
- Rail Trail signage, font and language could use improvement for those in need
- Sidewalk clearways: winter clearance of snow and summer conditions of signage, retail product, and postal kiosks are principal considerations
- Changes in school and transportation to/from school
- Would be nice to have the Trolley fully accessible

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Encouraging that feedback is being considered and implemented
- Audible traffic lights are a good thing
- Traffic light signals need adjustments

GROUP 7: Representatives of Southampton Business Improvement Area

Question 1:

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Represents levied commercial properties in Southampton
- Southampton BIA is 4-year old BIA with 127 members

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Southampton commercial properties

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Draft Streetscape Plan: beautification and parking issue
- Concern about parking supply in Southampton (effect of Innovation Centre?)

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Parking: do not want to lose any more parking supply
- Pedestrian safety is very important
- Visibility and traffic concerns at Grosvenor and High and High and Victoria
- Difficulty of crossing Highway 21 with increased

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Pedestrian traffic lights where they exist are a positive element
- Should have nice finished products, including traffic calming features, that are functional and aesthetic
- High Street is the foremost priority
- Traffic calming into Southampton is needed arriving from the gateways

- Lane designations are confusing in certain locations (i.e perceived as one or two lanes)
- Loading areas and middle block on High Street

GROUP 8: Representatives of Bruce County Staff

Question 1:

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Representing the entirety of Bruce County (transportation and planning aspects)

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Whole of Saugeen Shores related specifically to aspects of how the Town's transportation network connects to the County's transportation network

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Plans for transportation and active transportation routes through plans of subdivision and community plans
- Port Elgin to Kincardine traffic is related to Bruce Power and warrants are not met based on traffic volumes
- County seeing increased amounts of tourist traffic

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Involvement of School Boards for input in planning for active transportation routes (1.3 kilometre walking radius for schools)
- Social Services indicating 1,000 people in Town without a car
- Exploring automated bus systems ("Smart Cities Challenge" funding), Wasaga Beach example of transit, and hydrogen powered vehicles
- Need for on-demand transportation systems
- There is a "*Complete Streets Policy & Implementation Guide for Bruce-Grey*"

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Bruce Power's existing bus and car-share programs are not well-used and showing little interest

GROUP 9: Representatives of Town Council**Question 1:**

Does your committee/association represent a specific group of individuals, if so please describe this group?

- Council represents the entirety of Saugeen Shores

Question 2:

Do your comments reflect the whole of Saugeen Shores or a specific area? If a specific area, please describe?

- Comments represent the entirety of Saugeen Shores generally with individual councilors also representing the concerns of particular wards

Question 3:

What is important to you about Transportation Planning? What can this plan do to help meet the goals of the committee?

- Summer traffic flows hinder/prevent residents from accessing services in town
- The Transportation Master Plan document has to be a "nimble" enough document to adjust to changing conditions, including traffic flows and patterns as well as technology changes and innovations
- A Transportation Master Plan should serve as a guide for improvements to our municipality's system of roads, sidewalks, paths, bike lanes, parking areas and related infrastructure for the next 20-25 years.
- Our municipality has experienced tremendous growth since 2006 and is still growing quickly. Our Master Plan must accommodate the tremendous growth since 2006 which includes development, redevelopment and accessibility while including our Town's goals for transportation within and linked to our community.
- Residents value a healthy, vibrant community which is bike and pedestrian friendly.
- Transportation master plan must respect and support tourism, through careful preservation of our Town's streets and

neighbourhood character.

- Many of my constituents in Southampton are passionate about retaining the traditional character of our lakeside neighbourhoods, and the plan must work creatively towards updating infrastructure as necessary without imposing a uniform urban standard
- Genuine public consultation before projects are planned and/or constructed is essential to success in this regard.
- Creating transportation infrastructure that supports non- motorized transportation will support our goals of creating a healthier community, and it supports our economic development vision by creating a safe, appealing tourist destination as well as our sports tourism initiatives.

Question 4:

What do you see as critical to consider in development Policies when it comes to Transportation, and how would it benefit the community and your committee's work?

- Open Bruce Road 25 from Concession 6 to Concession 10
- East-west active transportation routes are lacking through the Town (Market, Concession 10)
- Bike routes and distinction between recreation versus active cyclists in consideration of network
- Offer more routing opportunities for cyclists to get them off Highway 21
- Embrace where possible smart technology for traffic signal controls
- Investigate paid parking for tourist hot spots (Port Elgin beach) to assist with covering costs for providing services to tourists

Question 5:

What is currently working with respect to policies or procedures that the Town does when it comes to Transportation in relation to your committee's work and values? On the flip side, what is not?

- Consider land acquisition for parking in Port Elgin, considering summer parking needs
- Concerns about excessive speed in our neighbourhoods; a number of residents have expressed similar concerns.
- Avoid uniform widening of neighbourhood streets to urban standard for several reasons reasons of safety and retention of traditional character
- Plan must include strategies for dealing with significant population increases in the summer as well as creating designs and plans which enhance the charming physical character of our Town and create

more and safer routes for pedestrians and cyclists

- Take direction from Saugeen Shores Official Plan (Section 1.1, 1.2.5.2 and 1.2.6.2), the Provincial Policy Statement (Section 2.2.1) and several other sources which are relevant to what I believe some of our Town goals should be regarding development and transportation.
- Consideration of more “green” infrastructure

6 Alternative Planning Strategies Survey

Survey

The following summarizes the survey to gather public input on the TMP's preferred alternative:

About the Study

The Town of Saugeen Shores initiated the "Saugeen Shores Transportation Master Plan" in July 2018 by retaining Paradigm Transportation Solutions Limited and GSP Group as the consultant team to undertake the study. A transportation master plan is one of several strategic policy documents that direct how a municipality will grow and develop over the long term.

Based on the input received from public consultation in Fall of 2018 and the Town's overarching plans and policies, the TMP transportation vision was developed:

"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."

To achieve the transportation vision, three alternative planning strategies were developed:

- ▶ **Alternative 1: "Do Nothing"** which reflects the current condition of the roadway network to the 2031 horizon year, without further investment to increase capacity.
- ▶ **Alternative 2: "Road Improvements Only"** which builds on the road and highway improvements recommended in the Town of Saugeen Shores Capital Plan and Budget as well as recommended road improvements to accommodate growth to the year 2031;
- ▶ **Alternative 3 "Road Improvements Plus"** which includes all the road improvements identified in Alternative 2 plus measures to promote the use of travel modes other than the single-occupant auto.

A multiple account evaluation (MAE) framework was developed to compare the alternatives with detailed evaluation criteria including the consideration of transportation, natural, social and policy environments, and economic implications. The analysis of the alternatives based on the MAE framework led to the selection of **Alternative 3 "Road Improvements Plus"** as the preferred alternative.

Please help the Town and consultant in this Study by completing this short survey (about 5 minutes to complete).

Survey

- 1) Where do you live? (Can only select one)

- a. I am a resident of Port Elgin
 - b. I am a resident of Southampton
 - c. I am a resident of Saugeen Township
 - d. I am a resident elsewhere in Saugeen Shores
 - e. I own seasonal property in Saugeen Shores and live elsewhere
 - f. I am a visitor to Saugeen Shores
- 2) The preferred alternative (Alternative 3) includes road improvements to accommodate growth plus measures to promote the use of travel modes other than personal vehicles. Please indicate how satisfied you are with the preferred alternative in relation to your personal vision for the Town? [\(Can only select one\)](#)
- a. Very dissatisfied
 - b. Somewhat dissatisfied
 - c. Neither satisfied not dissatisfied
 - d. Somewhat satisfied
 - e. Very satisfied
- 3) Please provide more details on how the preferred alternative could better align with your personal vision for the Town. [\(Text box lines\)](#)
- 4) Alternative 3 focuses on other modes of transportation, including cycling, walking and public transportation, in addition to personal vehicles. Please indicate how important each of the following modes are from your perspective. [\(Options – Not important at all, Slightly Important, Important, Fairly Important, Very Important\)](#)
- a. Vehicles
 - b. Cycling
 - c. Walking
 - d. Public transportation
- 5) Are there any other comments or questions that you want to provide regarding the preferred planning alternative for the Town of Saugeen Shores TMP? [\(Text box lines\)](#)

End of Survey

Thank you for taking the time to respond to this survey. The Town of Saugeen Shores greatly values your input!

For updates on the TMP, please continue to visit the Town's website!

<https://www.saugeenshores.ca/en/living-in-our-community/transportation.aspx>

For more information, follow our social media ([Twitter](#) and [Facebook](#)), or contact:

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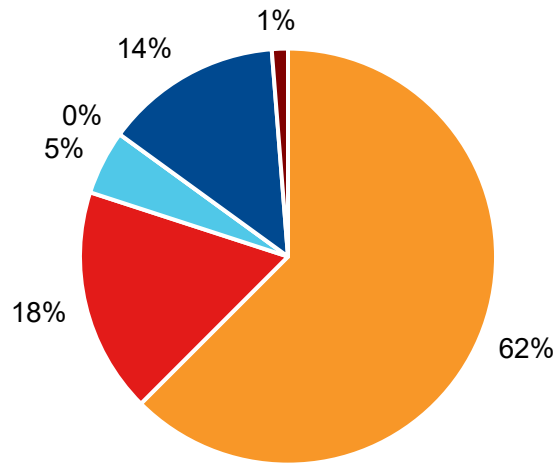
Survey Results

The survey was live from July 3 to August 1, 2019. The following summarizes the responses and comments received.

Question 1 – Where do you live?

Figure 1 summarizes the results, indicating the majority of respondents are a resident of Port Elgin (62%), resident of Southampton (18%) or own seasonal property in the Town, but live elsewhere.

Figure 1:
Respondents Primary
Residence Location

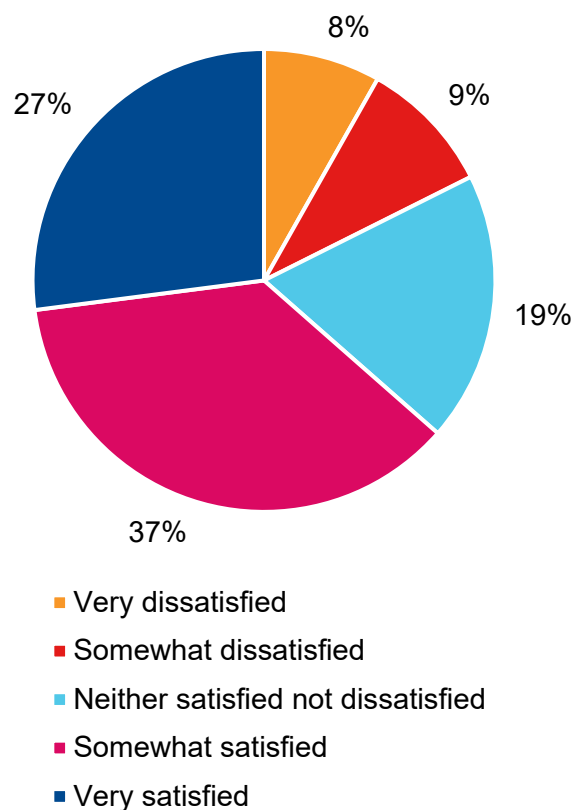


- I am a resident of Port Elgin
- I am a resident of Southampton
- I am a resident of Saugeen Township
- I am a resident elsewhere in Saugeen Shores
- I own seasonal property in Saugeen Shores and live elsewhere
- I am a visitor to Saugeen Shores

Question 2 – The preferred alternative (Alternative 3) includes road improvements to accommodate growth plus measures to promote the use of travel modes other than personal vehicles. Please indicate how satisfied you are with the preferred alternative in relation to your personal vision for the Town? (Can only select one)

Figure 2 summarizes how satisfied the respondents are with the preferred alternative for the TMP. The responses indicate the majority of respondents are satisfied (27%) or somewhat satisfied (37%), while 19% of respondents are neutral and 17% of respondents are either somewhat or very dissatisfied.

Figure 2:
Respondents
Satisfaction with the
Preferred Alternative



Question 3 – Please provide more details on how the preferred alternative could better align with your personal vision for the Town.

The following details the responses received:

- ▶ bike lanes on some of the roads that intersect with the rail trail. 3 foot wide each side of roadway/over bridges if not there already. Used for bikes and for increased scooter traffic by the seniors.
- ▶ Public transportation could help ease congestion during summer months, and allow movement during winter months to attend activities or perform errands. The latter will lessen winter isolation and reduce carbon footprint. Think small European towns.
- ▶ A bus service of some kind would free up parking, and reduce traffic, as well as being environmentally friendly. The current biking/hiking trails are beautiful and healthy and I'd like to see more of the same.
- ▶ "The paving of the rail trail is a disappointment.
- ▶ Bike Lanes would be awesome.
- ▶ More town parking lots in Southampton is essential."
- ▶ You need to cut down traffic flow at Northport not add to it cutting through the parking lot and creating a situation where we will have to relocate the park is silly. Speeding and traffic is a major issue already
- ▶ No option accounts for the people who have to drive through the entirety of Saugeen Shores. Too many lights too close together with no way to bypass...
- ▶ Id' love to see transportation bringing people in and out from neighbouring towns to also promote the service industry workforce.
- ▶ Bike lanes. More paved bike paths. A sidewalk for Northport School. Corner of Green/Waterloo and Green/Bruce need better visibility/safety measures. Signs near the roundabouts so that people actually know how to use them. Public transport.
- ▶ The only way to get around Saugeen Shores, if you don't have a vehicle, is by taxi. A return cab ride from South to Port is \$40...a very expensive way to visit between towns.
- ▶ I would love to see a highway bypass remove trucks and through traffic from main st, and pedestrian traffic between Goderich st and the beach (at least!) given priority with wider sidewalks (remove current st parking) and crosswalks/right of way.
- ▶ The Green/Waterloo intersection is dangerous because drivers on Waterloo can't see due to parked cars. The Bruce/Joseph intersection is getting busy and people go way too fast on Bruce. This is really close to a school.
- ▶ We definitely need public transport year round. We also need less lights through downtown, a light or left turn lane at hiberry

- ▶ The preferred alternative aligns with my plan. We must have sustainable transportation options aside from the single use vehicle to address climate change.
- ▶ I would love to see better transportation in our area. Perhaps a bus system or a shuttle service between local community towns. Even having metered taxis would be better than flat rate taxis (It should not cost \$20 (one-way) to go from Port to South)
- ▶ Improved and increased walking trails through and between communities to encourage active transportation
- ▶ As a private home support provider-so many seniors would benefit from a bus year round, to get groceries and lunch or supper out. The outing itself would give them something to look forward to on a weekly basis.
- ▶ Wonder what other modes of transport would be like are we talking about bikes or are we talking buses? Because living in a rural area it's not like people are going to walk or bike to work in the winter and buses would not make it through our snow.
- ▶ We don't need the bike tracks by caw!!!
- ▶ I want more routes for alternative forms of transport, especially bike lanes, paths and trails. However, I have seen no detail of the any of the alternatives, and no link to get to see them. Did they actually exist in any detail?
- ▶ Please offer some compensation to your taxi drivers - or present more year-round options of getting around. Not everyone works at the Bruce - you have an emerging younger population relocating here, and anything that can cut down the traffic is great
- ▶ We have harsh winters here. I don't see investing in alternatives to single occupant vehicles being popular or viable all year round. Im not interested in town money being spent on projects that are only beneficial in the summertime.
- ▶ Safer for children walking and biking
- ▶ "Saugeen Shores currently has no spot to lock up bikes in the Giant Tiger Plaza or many other locations in Port Elgin or Southampton.
- ▶ No transportation other than taxi in Saugeen Shores; There needs to be an affordable alternative for community."
- ▶ The town needs to create public transit YEAR ROUND! The trolley is a cute novelty put on for tourists but LOCALS need something every day, especially in the winter. If you're going to promote cycling, add bike lanes!! The north shore trail is full!
- ▶ It hinges on what we mean by road improvements If improvements means modern dimensions, with separation of vehicular and pedestrian traffic, then it will mean destruction of the character of historic areas, then I'm not satisfied at all.

- ▶ I cycle, walk, run, drive and ride a motorcycle. Improvements would be great! The intersection of green and waterloo needs to be looked at, it is impossible to see traffic coming up green when there are cars parked on the boulevard
- ▶ I bike everywhere, but sometimes it gets busy/dangerous. We need more alternatives to personal vehicles to keep everyone safe, and to keep our environment healthy.
- ▶ My personal vision is of a small town feel with quiet streets, ability to walk the main streets and boardwalks. It would depend on what the plus is, I would not want to see large buses on our streets particularly if they were used off hwy 21.
- ▶ "There needs to be sidewalks on Provincial street for kids and residents to travel safely. This has been too long of a wait.
- ▶ Also 4 way stop at Green and Bruce Street and Green and Waterloo to upgrade safety"
- ▶ Bike lanes on many local roads, better signage to share the road. More 4-way stops within a 2block radius of all elementary schools (to slow vehicles down, and give safer crossings for walking students)
- ▶ "Round about at CAW road and HWY21
- ▶ Left turn lane at LCBO / HWY21"
- ▶ "We need more safe biking lanes, preferably separated from motorized traffic. (A missed opportunity was when the bridge was replaced on Gustavus without adding bike lanes).
- ▶
- ▶ We also need to deal with the traffic downtown which is bad even in winter."
- ▶ "Possible town by-pass for busy months, e.g. commercial vehicles
- ▶ More parking down town for potential customers,
- ▶ Continue with turning lanes
- ▶ Roundabout?
- ▶ More attractive Bus option with Bruce Power"
- ▶ Considering we are one town, you'd think there would be a way for people who don't drive be able access both towns.
- ▶ "The SS trolley is not a realistic mode of transportation between SS communities. Is it possible to have a shuttle between SS communities that runs on a regular schedule.
- ▶ How about Uber style shuttle service? Flat fee of \$3 to go anywhere in SS."
- ▶ I'd love to see more bike lanes and potentially bike rentals in town
- ▶ Keep Transport Trucks out of the roads in the sub divisions.

- ▶ Reduce highway 21 to 60 kms between Port Elgin and Southampton. Consider a form of public transit. Increase the number of 4 way stops on Waterloo st to slow traffic
- ▶ Seems we all ready have option 3. Doing physical changes beyond that destroys the ambience that makes Southampton unique.
- ▶ With the growth in our population we definitely need to look at traffic flow through Port Elgin. Well timed lights will be necessary. I think some people would also find a bus between Port and South to be handy.
- ▶ Any kind of transportation between port and south would be so good for the residents and provide an alternative to always having to get in a car to shop or participate in activities in either town.
- ▶ I would like a public transportation system
- ▶ Our town needs to be a leader in reducing carbon emissions by making public transit available to all who live in Saugeen Shores!
- ▶ A description of Alternative 2, which is the basis of Alternative 3, plus the proposed additions referred to in alternative 3, must first be explained before I can respond with an informed opinion.
- ▶ Disappointed when century trees are removed from property, to widen streets. Old lanes are quaint ,keep some charm.
- ▶ Current "road development" is taking pollution to public beaches and threatening sand and trees. Transportation that gets workers to Douglas Point more efficiently is important. Adding roads/cars to beaches will irreversibly damage them.
- ▶ A bypass around town to help traffic get through and not stop at all of the lights would be helpful. The beach has too much traffic and people should be encouraged to use the north end parking and not the Green St route.
- ▶ Traffic and parking levelling - good idea
- ▶ "Create the diversion route East of the town.
- ▶ Create dedicated bike/pedestrian routes that connect the downtown to popular destinations (beach, high school, parks and town centre)."
- ▶ I would have to see the cost estimates for all three alternatives to make an informed decision. Also: how does alternative 3 impact the tax structure?
- ▶ Would prefer more bike lanes and paths please
- ▶ Bicycle lanes need to be included on new roads.
- ▶ Don't want to increase taxes. very important!!
- ▶ Need better access to good transport to and from the Town.
- ▶ Goderich Street is now known as "stoplight alley". In many European and other countries "roundabouts" are dominant. The flow rarely stops

even with busy roads. Idling vehicles don't help the environment and Green and Goderich have long wait times.

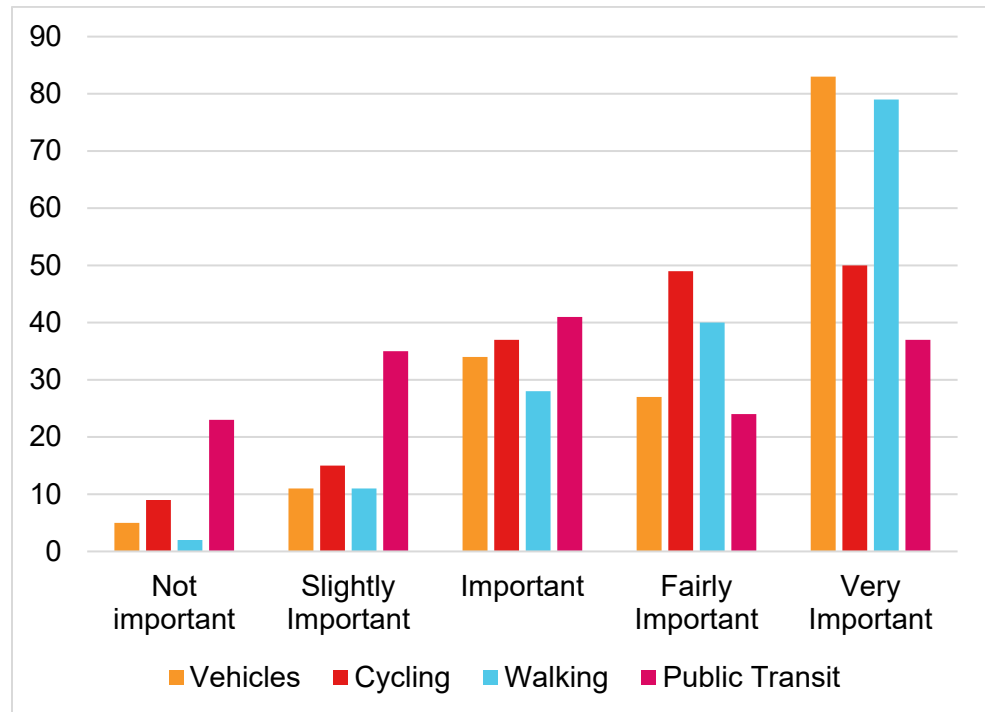
- ▶ Reducing car traffic by promoting active transportation...
- ▶ Bicycle trails- that will access the entire area
- ▶ Focus on moving cars through Town efficiently while encouraging other means of transportation.
- ▶ One way streets could possibly eliminate the congestion in town and provide a better flow. Is a bypass road being considered? From my experience no adverse affect on downtown and some towns expanded as a result!
- ▶ Sidewalks cleared of snow as required are essential to pedestrian traffic. Market Street is safer since the sidewalk was put in. Bruce Street extension to 10th Concession and CAW Road needed.
- ▶ I want to live in a place that has a transportation network sufficient to meet current and future needs, and a place where the resources available to the town are used to the best benefit possible, and infrastructure is a great place to start!
- ▶ "Hwy 21 should be realigned to bypass the active commercial strip along Goderich St; the use of roundabouts should be used in place traffic lights; a bicycle path along hwy 21, especially along the active commercial strip should be provided;"
- ▶ I would like to see some discussion and consideration to divert Hwy 21 around the center of Town. Also more consideration needs to be made for using roundabouts instead of the proliferation of traffic lights,
- ▶ The 3 year plan for road connection from Port Elgin through to Lakeridge Rd is ideal for all here and in more downtown Port Elgin.
- ▶ Need to address the travel through Port Elgin. The numerous traffic lights, the periodic closing of roads for events, make getting around and through Port Elgin a large challenge, and very off-putting...few people enjoy getting through Port Elgin.
- ▶ Once I get the specific information pertaining to this preferred alternative, I will provide a response.
- ▶ Once I get the specific information pertaining to this preferred alternative, I will provide a response.
- ▶ Look to an older population for advice.
- ▶ More bike friendly roads
- ▶ looking beyond cars would be preferable but needs to be more specific. we need general use public transit for low income people who live out of town/ seniors/ people w/ disabilities
- ▶ infrastructure comes at a cost for such a small tax base. Feasibility would be a question.

- ▶ Having some sort of public transit year round would be helpful for those that drop cars off to get serviced and need to get home or to work in town. It would also help the younger kids who walk to school in the winter months.
- ▶ Agree with more improvements to all modes but with the current number of traffic signals frustrating drivers trying to pass through town on 21 in a timely fashion requires a serious look at traffic slowing before people start to bypass Port Elgin.
- ▶ Fix the roads that are here first. Make them into Complete Streets with less vehicular emphasis and more people / streetscape thinking in the process - Trees, safe (smooth) sidewalks and other aesthetics considerations - it's about time.
- ▶ We need to be careful about building roads which can lead to induced traffic flow leading to congestion on built up roads.
- ▶ More safe biking lanes/routes

Question 4 – Alternative 3 focuses on other modes of transportation, including cycling, walking and public transportation, in addition to personal vehicles. Please indicate how important each of the following modes are from your perspective. (Options – Not important at all, Slightly Important, Important, Fairly Important, Very Important)

Figure 3 details how respondents rank the important of vehicular, cycling, walking and public transit modes of transportation in the Town. Overall, vehicular and walking modes were considered the most important to respondents. Cycling considered important, fairly important or very important to most respondents. Public transit was the least important mode of transportation and the relative importance varied based on respondent.

Figure 3:
Respondents
Perspective of
Transportation Mode
Importance



Question 5 – Are there any other comments or questions that you want to provide regarding the preferred planning alternative for the Town of Saugeen Shores TMP?

The following details the responses received:

- ▶ Urban expansion WILL bring transportation issues. People may initially resist this alternative because they have never experienced other modes of transportation (think: Netherlands and cycling). But this plan will benefit everyone.
- ▶ "With the labour shortage, better movement of people is essential.
- ▶ As a tourist destination, alternatives to traffic is desirable, & for locals, a healthy lifestyle makes for a better population.
- ▶ BNPD workers could take a bus to pickup stops, too."
- ▶ "Can you please fix the lake at Arlington and Eastwood. My kids school bus ALWAYS drives through the lake and it is getting worse!
- ▶ Also, please provide another town parking lot in Southampton.
- ▶ Additional space for comments would have been nice..."
- ▶ No option accounts for the people who have to drive through the entirety of Saugeen Shores. Too many lights too close together with no way to bypass...
- ▶ Making sure that we remember that cars are used a lot during the summer, so making sure that bike paths would not affect the flow of traffic (which makes people angry and do stupid things!). People need to learn how to signal/check in roundabouts.
- ▶ It would be great to have a way to travel between South and Port in the off season when the trolley is not running
- ▶ Crosswalks for rail trail users would be a huge improvement.
- ▶ The trolley is neat, but seems to cater more to tourists than locals. A bus between Saugeen Shores and Owen Sound would be awesome. Kincardine & Walkerton would be nice too. People live here year round and would benefit from regular bus service.
- ▶ Listen to your town and do what they want/need
- ▶ Reducing the speed limit and enforcing the very serious speeding issues we have here!
- ▶ Thank you to the wonderful Saugeen Shores staff for their hard work and dedication in making Saugeen Shores even better than it is now and developing the Transportation Master Plan.
- ▶ The current cycling infrastructure is very good for a small town. I would suggest adding dedicated bike lanes along the main roads to improve the accessibility for cyclists along the main business corridor without impacting pedestrians.

- ▶ Would like to see public transportation between Saugeen Shores and Owen Sound.
- ▶ For benefit of environment and for job opportunities to people to work in Saugeen Shores many businesses can't get positions filled here.
- ▶ Let's look after our Senior's who are house bound. Or people in financial distress and can't afford a car and insurance to get to work. We can help and get these people active and engaged in our community. We need a town bus-stopping at local businesses-not more buses going to Bruce power.
- ▶ Growing up on a farm and then moving into port Elgin. I really see how Saugeen township gets left out of all this as they don't use them other then roads.
- ▶ Improve flow in the town
- ▶ An advanced green at Ivings drive
- ▶ "The services provided in this community do not align with the population or the needs for families and senior citizens.
- ▶ There is a large part of our community that is affluent while the rest is earning average incomes. Affordable housing, transportation, accessibility and recycling in our community are in need of improvement."
- ▶ Hire more town planners - with all this growth, the town needs to think long term and plan well! Someone with city experience, we cannot think small on the issues Saugeen Shores faces now and will face in the future. We need to get creative! Public transit all year is a MUST to keep people living and working here at places BESIDES BRUCE POWER!
- ▶ "Questions about mode of transportation don't permit distinction into different areas. For example, vehicles are important on Albert St, but not important on Lake, where pedestrians are more important. Bicycles could be prioritized on Grosvenor.
- ▶ Very interested in success of this master plan study."
- ▶ Residents should be informed by letter in the mail when work is to be done in a neighborhood. This currently does not happen giving residents no time to prepare for dust to be flying in the houses when road work is being done. I'm all for improving the roadways but let us know when and where!
- ▶ I don't know the full details of the plan but I would hope it would deal with the traffic from highway 21 going through downtown. A bypass should be considered as I don't think the road can be expanded downtown. Let's not be like Owen Sound.
- ▶ For a small town we have limited taxi or ride sharing options, given the older population more on-call options that would take people door to door for appointments, shopping, etc.
- ▶ See comments above . Thank you

- ▶ We need more safe biking lanes, preferably separated from motorized traffic, e.g. with barriers. (A missed opportunity was when the bridge was replaced on Gustavus without adding bike lanes).
- ▶ We also need more bicycle parking spots, as well as places to tie up dogs outside business that won't allow them inside.
- ▶ We also need to deal with the traffic downtown which is now bad even outside tourist season."
- ▶ I think the safety for pedestrians crossing at the bottom of Green St is an issue that should be addressed.
- ▶ Alternative in-town roadway to travel between Port Elgin and Southampton that will have protection to provide improved visibility and can be kept open in the winter (i.e. surface street) as currently the choices of the shore road, highway & Dolls side road do not allow for this.
- ▶ Should consider Harbour Road as public transport, walking and cycling only. Bus from downtown. Beach would be vastly improved with fewer cars
- ▶ Public transportation within SS is non existent and public transportation to leave SS is very inconvenient.
- ▶ The rail trail could be twinned to have a LRT between Port Elgin and Southampton"
- ▶ Thank you for your progressive vision for our beautiful town!
- ▶ "Put a speed trap in at Adelaide Street and Albert Street where the cars come travelling around that corner at 80 K
- ▶ or more an hour."
- ▶ Don't fix what isn't broken. Just because you can do it and have the money does not mean you need too. Lower taxes and leave it alone
- ▶ Love the plan... but at what financial cost to the taxpayer. I cant afford the constant increases in taxes with a job in healthcare that continually receives cuts.
- ▶ In the winter, cycling is difficult. Can the Town consider cross-county skiing as winter-cycling?
- ▶ In the same way that land use has been organized around the car, can the Town begin to also organize land-use around bicycles and walking? Cycling trails and walking trails should be accessible to business who wish to provide services such as restaurants and places of interest. Currently, the Town restricts businesses and buildings to those locations that have open road allowance. Since bike and walking trails are often not on roads, cyclists and walkers are effectively denied access to normal services that are provided for car drivers.
- ▶ SS should be working with other municipalities and the County to develop cycling and walking trail networks that are interconnected.

Rather than rely on roads as the only means to interconnect communities, we should be looking at cycling and walking trails.

- ▶ Work with SVCA to develop cycling / walking trails along the Saugeen River.
- ▶ Roads can support efficient traffic flow, enhance pedestrian safety and protect the environment. Everything should be done to support access to Douglas Point and related business, including relieving midtown congestion that results from the workers moving to and from. The current focus is instead on roads to and around the beach. A truly visionary approach to the natural wonder of the Saugeen Shores beaches would be to make them car free and find ways to make it super easy to get to the beaches - walking, bikes and scooters (including rentals), shuttles. Roads would support the economy without damaging the environment and make the area attractive to incoming professionals. There is no transparency over plans to substantially rework roads. Saugeen Shores staff are evasive and should be better supervised by council. Another means of getting information is essential - website, newsletters, etc would alleviate the frustration with current elected officials and unelected staff.
- ▶ The town seems to push preferred development plans through rather than carefully considering the impact to the environment, our children's safety and my family's quiet enjoyment of the town and its amenities (including the beach). When questions are asked, it is hard to get a clear answer from the town staff and there seems to be a lot of proposals floating around that do not seem coordinated or well thought out with adequate time for public information and discussion.
- ▶ More bike and walking paths please
- ▶ Other than cabs, I am not sure how public transportation will be addressed. With the housing expansion, this should be done. Also there should be bicycles for rent especially during summer months. Tourists would likely enjoy having them to use on the trail along the lake.
- ▶ Need for more transportation to Toronto airport.
- ▶ "Four wheelers and modified golf carts are gaining legality and demand. They should be included.
- ▶ Any new roads should be widened and a "blue" paint lane should be clearly marked for bikers. For vehicles the "blue" lane makes safety even better for bikers. When curbs were added to Green St and the road was narrowed, biking from that point on this street has become a hazard. Learn from that decision."
- ▶ Have trucks bypass the Main Street of PE
- ▶ Keep up the forward thinking.
- ▶ Road networks are incredibly important, and incredibly boring. Combined with taxpayer opposition to large spending projects, the

town needs to take future-proofing the roads in Saugeen Shores very seriously.

- ▶ I've lived in places with insufficient transportation networks, large and small, and it was always the result only a handful of things:
 - - citizen inertia/opposition to large infrastructure projects, even though society rests on infrastructure
 - - local elected officials more interested in flashier projects, or trying to save money in the wrong places
 - - local government not interested in or not properly planning for the future. Getting ready for the future can be expensive, and require spending years in advance of any perceived benefits, but it has to be done.
- ▶ Please don't turn my new, and much-loved home here into another London, Ontario!"
- ▶ The sidewalks along the active commercial/retail strip should be widened to make this section more pedestrian friendly and consideration should be given to creating a vehicle free pedestrian street with some retail and a square with fountain/s to enhance the main street and make it a unique destination for residents and tourists and make it irresistible for motorists driving through town to stop and visit.
- ▶ It would be great if our Trolley system operated for longer hours Say til 11.
- ▶ Addressing the congestion through Port Elgin's main street and along hwy 21 to Southampton should be a major priority.
- ▶ Public transportation is very important for students and elderly. As a single mom I have to live in Port Elgin so my son can walk home from school if he has after school activities. Living outside town severely limits students from participating in extracurriculars.
- ▶ All modes of transportation are important. Creating a safe environment where they can co-exist is crucial. Collector roads are used by all modes of transportation and the speed limits should be consistent. Some collector roads are 40km some are 50 km. The sections of collector roads where residential driveways connect should have the lower speed of 40km. When the speed limit is 50, people tend to go 60-65. That rate of speed is not conducive to the safety of pedestrians, cyclists - students biking to school, parents with kids bicycle trailers nor automated mobility carts. Safety and safe residential speeds are my top priority.
- ▶ All modes of transportation are important. Creating a safe environment where they can co-exist is crucial. Collector roads are used by all modes of transportation and the speed limits should be consistent. Some collector roads are 40km some are 50 km. The sections of collector roads where residential driveways connect should have the lower speed of 40km. When the speed limit is 50, people tend to go 60-65. That rate of speed is not conducive to the

safety of pedestrians, cyclists - students biking to school, parents with kids bicycle trailers nor automated mobility carts. Safety and safe residential speeds are my top priority.

- ▶ Please ensure seniors have a say and a way to get to where they need to go.
- ▶ Please consider a stop light/signs on Waterloo/Green and Bruce/Green.
- ▶ Also, an advance light at the Circle K corner.
- ▶ I believe a public option would be great. A bus or two would do the trick
- ▶ Put big sidewalks on MAIN roads and not on neighbourhood streets particularly in the older parts of our community. The Town itself is destroying character every time they add more concrete to older parts of the Town and when they only do half a street leaving us with an ugly unmatched surface treatment that looks half finished and will stay that way for many years likely. Our roads need trees - LOTS of trees. The benefits of trees are well known - cooling the impact of black asphalt being a major one. Permeable surface treatments are needed in so many areas to help with stormwater management and to simply let water get back into the ground instead of into a storm sewer and the Lake. We should have had demonstration parking lots/spaces installed by now and we sure should get downtown Southampton's High Street completely done - instead of the silliness of one block of curb extensions - do the whole project so that people will see that WILL work and it WILL improve downtown.
- ▶ We need some sort of public transportation options in town. We also need to be careful to not expand roads too much as that can (and will) lead to induced traffic. We need to consider ways to encourage more active and collective (either public transit or ride sharing) transportation for environmental, social, and economic well-being in our community
- ▶ A safer crossing for the Railtrail on highway 21.
- ▶ A bypass or alternate route other than 21.
- ▶ Additional downtown parking.
- ▶ I think we need a bypass around the core of Port Elgin as Bruce Power traffic is heavy and speeds along the side streets to get to and from their work and it will only get worse.

7 Notice of Public Information Centre

NOTICE OF PUBLIC INFORMATION CENTRE #2

Town of Saugeen Shores Transportation Master Plan Study

THE STUDY

The Town of Saugeen Shores is preparing a Transportation Master Plan (TMP) to establish goals, strategies and initiatives necessary to achieve the municipality's transportation vision to the year 2031 in a sustainable manner. The study is following the Municipal Class Environmental Assessment, an approved process under the Ontario *Environmental Assessment Act*.

PUBLIC CONSULTATION

Engaging the community is a vital component of this study. Since the last consultation events in August of 2018, the Project Team has developed preliminary recommendations for the Town's future transportation system. These policies, programs and infrastructure investments for walking, cycling and roads will form the basis for the Transportation Master Plan to be presented to Town Council late this fall.

You are invited to attend a Public Information Centre to learn more about the plan recommendations and provide your feedback on:

Wednesday, August 7, 2019 from 4:00 PM to 8:00 PM

**Saugeen Shores Community Complex (The Plex), Rotary Hall
600 Tomlinson Drive, Port Elgin, ON N0H 2C0**

Please contact the Town's project manager if you have any questions, wish to provide comments or to be added to the study contact list:

Ms. Amanda Froese, P.Eng.
Director of Infrastructure and Development Services
Town of Saugeen Shores
Box 820
600 Tomlinson Drive
Port Elgin, ON N0H 2C0
T. 519-832-2008 x119, Toll Free: 1-866-832-2008 x119
F. 519-832-2140
E. tmpstudy@saugeenshores.ca



You can also visit the project website at <https://www.saugeenshores.ca/en/living-in-our-community/transportation.aspx> transportation-master-plan.asp to learn more about this important study and provide your input.

This notice was first issued on July 23, 2019.

8 Public Information Centre Display Boards

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:

Question Number
on Comment Sheet



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

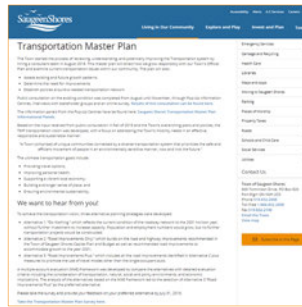
Study Process



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.

How We've Engaged

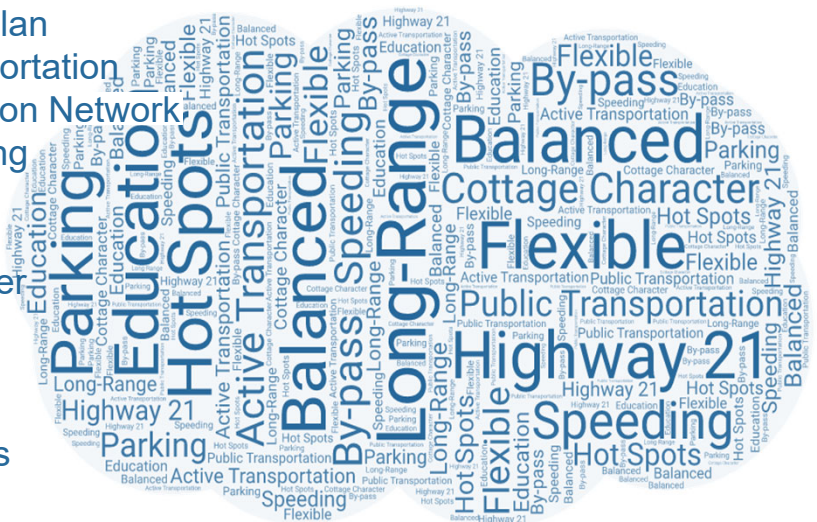


Project Website

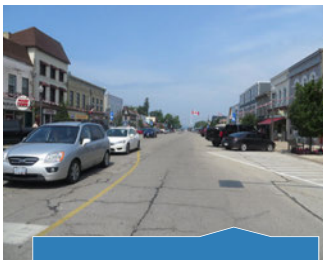


Public Opinion Surveys

- 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



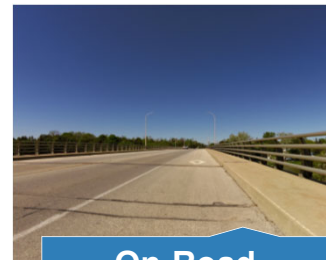
Existing Transportation System



Roads



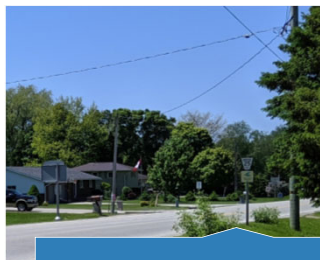
Sidewalks



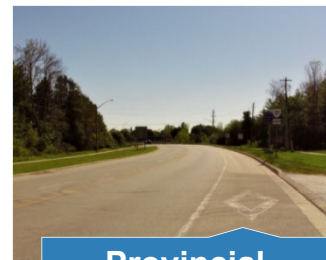
On-Road
Cycling



Trails and Paths

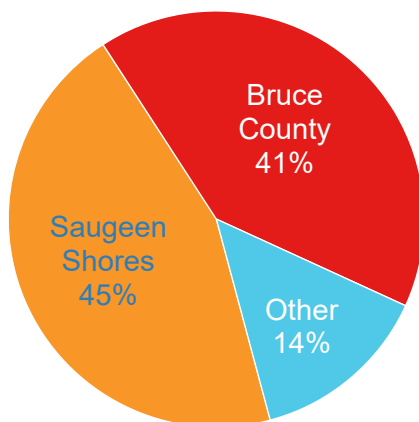


County Roads

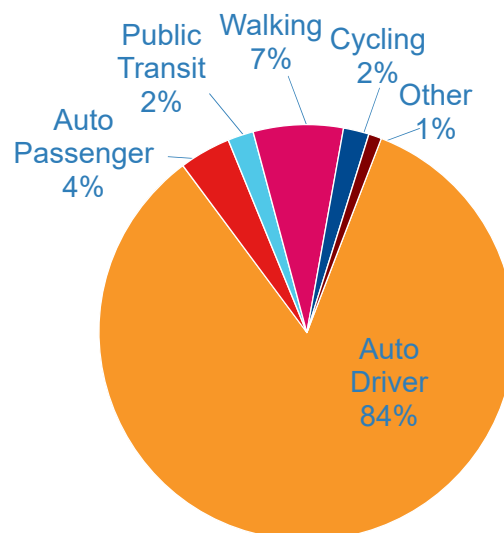


Provincial
Highways

Work Trips Made by Saugeen Shores Residents



Destination



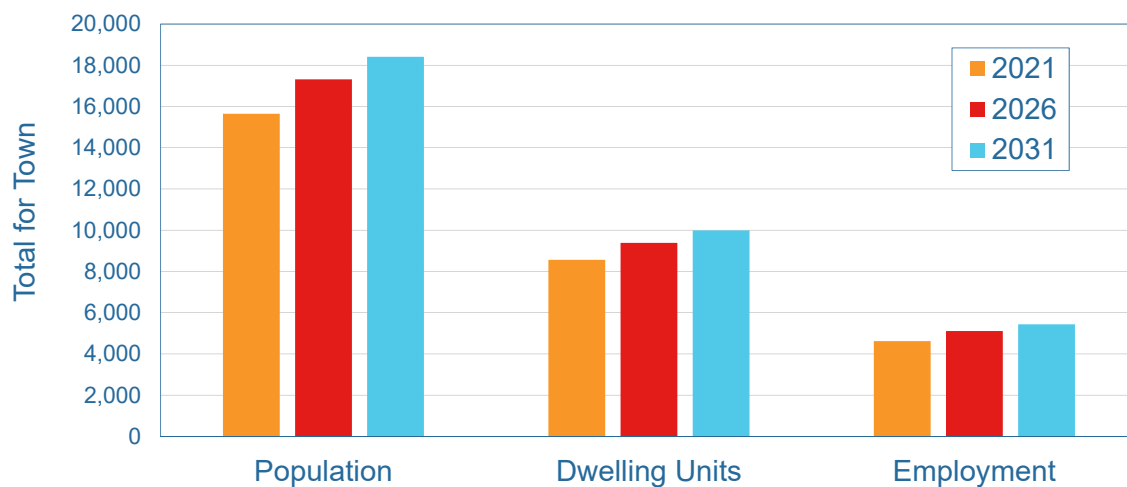
Primary Travel Mode

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)

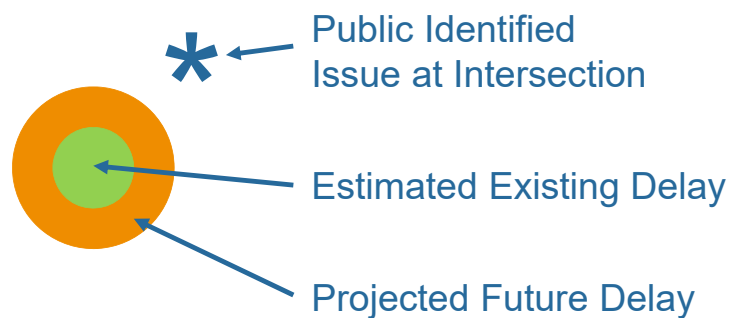


Travel Demand

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:



Delay and Level of Service

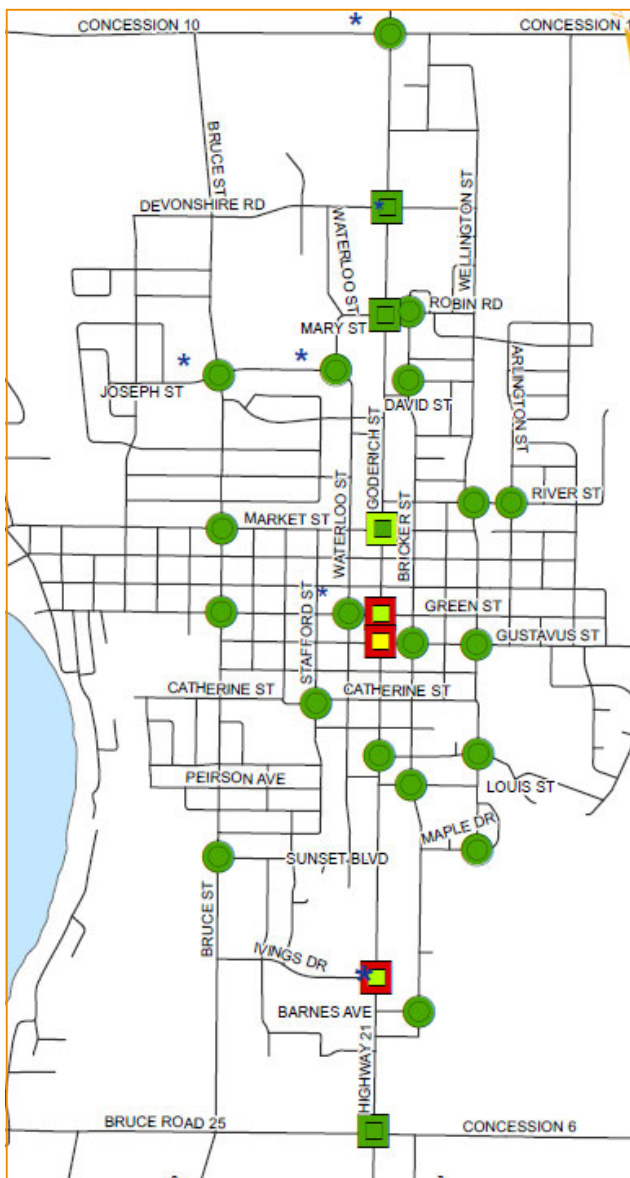
Level of Service	Delay (seconds/vehicle)	
	Signalized ■	Unsignalized ●
A	0 – 10	0 – 10
B	11 – 20	11 – 15
C	21 – 35	16 – 25
D	36 – 55	26 – 35
E	56 – 80	36 – 50
F	> 80	> 50

Public Identified Issue at Intersection

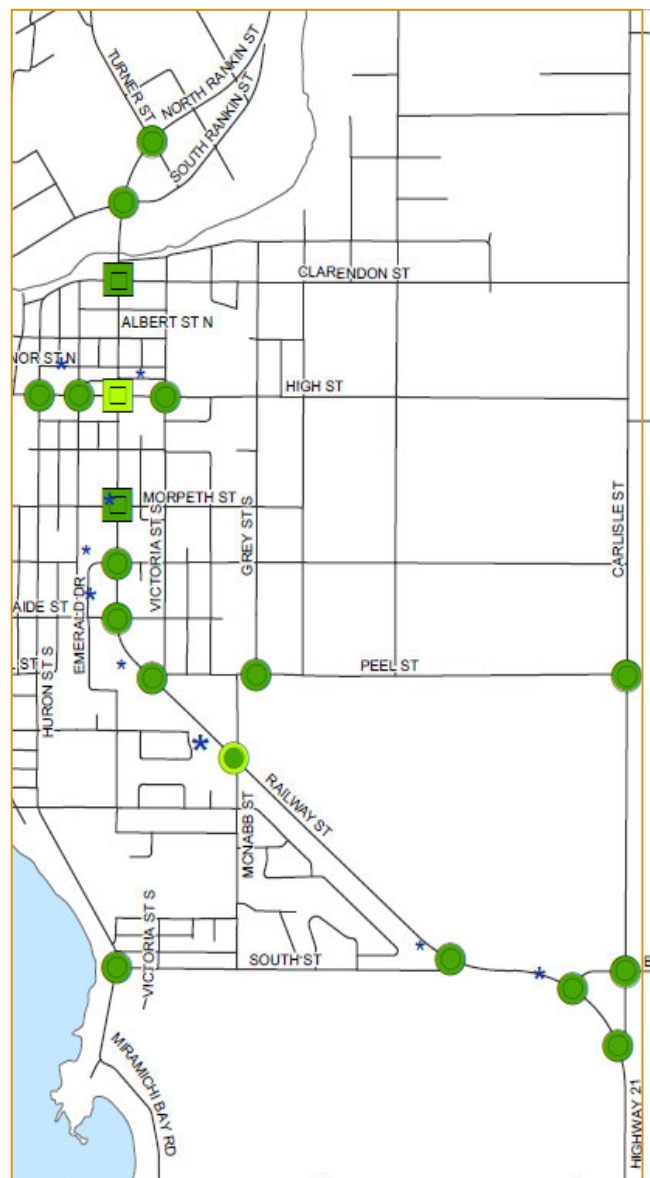
# of Comments	Symbol
1 – 2	*
3 – 10	*
> 10	*

Intersection Operations

Port Elgin



Southampton



Key Emerging Trends (Problems and Opportunities)



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 1



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 2



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 3



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.

Trend 4



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

Alternative	Description	Considerations
Alternative 1: Do Nothing	No increase in road network capacity to serve growth to 2031	No new investment in transportation infrastructure and programs.
Alternative 2: Road Improvements Only 	Road improvements recommended in the Town's Capital Plan/ Budget plus increases in road network capacity to serve growth to 2031	Emphasis on (investment in) road-based transportation infrastructure and programs only .
Alternative 3: Road Improvements Plus  	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).	Emphasis on (investment in) road-based and other forms of transportation infrastructure and programs. This alternative is consistent with the Town's current approach.

Alternative Planning Strategies

Evaluation Criteria

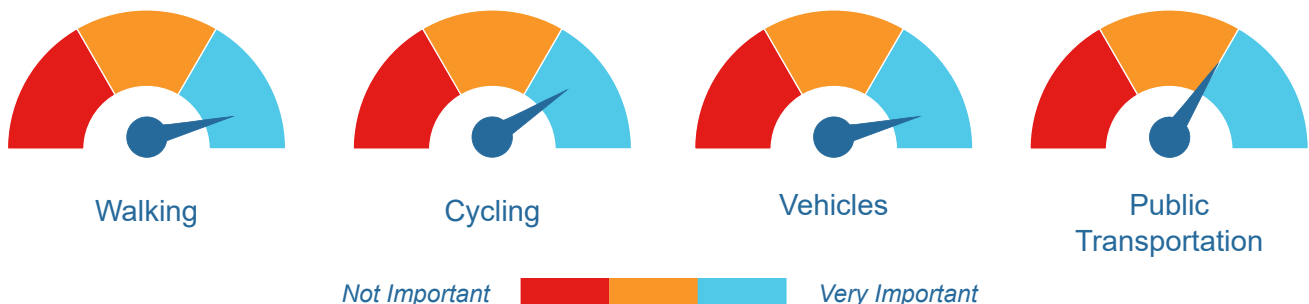
Criteria	Measures
Transportation 	➤ Efficiency in moving people and goods ➤ Degree of network connectivity and continuity ➤ Facilitation of goods movement ➤ Range of travel options provided
Natural Environment 	➤ Protection of significant natural environmental areas, local streams, aquatic resources, environmentally sensitive areas and air quality
Social Environment 	➤ Safety of all users ➤ Appropriateness for the demographic ➤ Support for a healthier community ➤ Mobility for all users
Policy Environment 	➤ Compatibility with provincial and municipal objectives ➤ Alignment with Town policies
Economic 	➤ Capital and maintenance costs ➤ Impact on travel time ➤ Support for the existing and potential business community

Alternative Planning Strategies

	Transportation	Natural Environment	Social Environment	Policy Environment	Economic	Overall Rank
Alternative 1 "Do Nothing"						3
Alternative 2 "Road Improvements Only"						2
Alternative 3 "Road Improvements Plus"						1

Does Not Meet Criterion      Meets Criterion

Importance of each mode to Town residents:



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

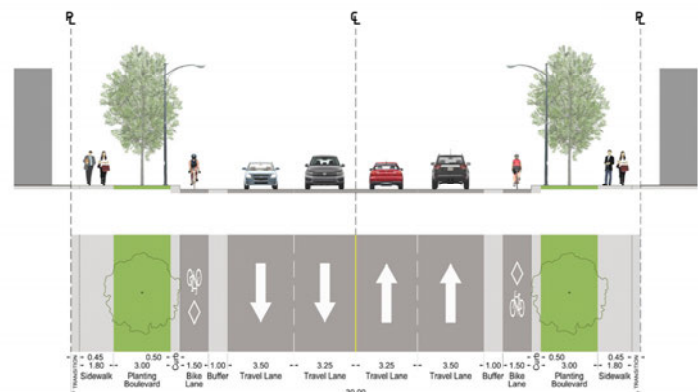
Complete Streets

Types

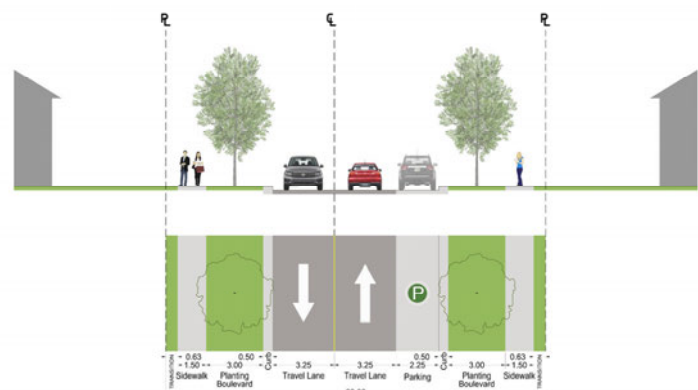
There are multiple different street types in a Complete Streets hierarchy, each of which share distinguishing attributes of street function and character. These include:

- 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.



URBAN CROSSTOWN (30m R.O.W.)
Saugeen Shores Transportation Master Plan



NEIGHBOURHOOD STREET (20m R.O.W.)
Saugeen Shores Transportation Master Plan



Complete Streets



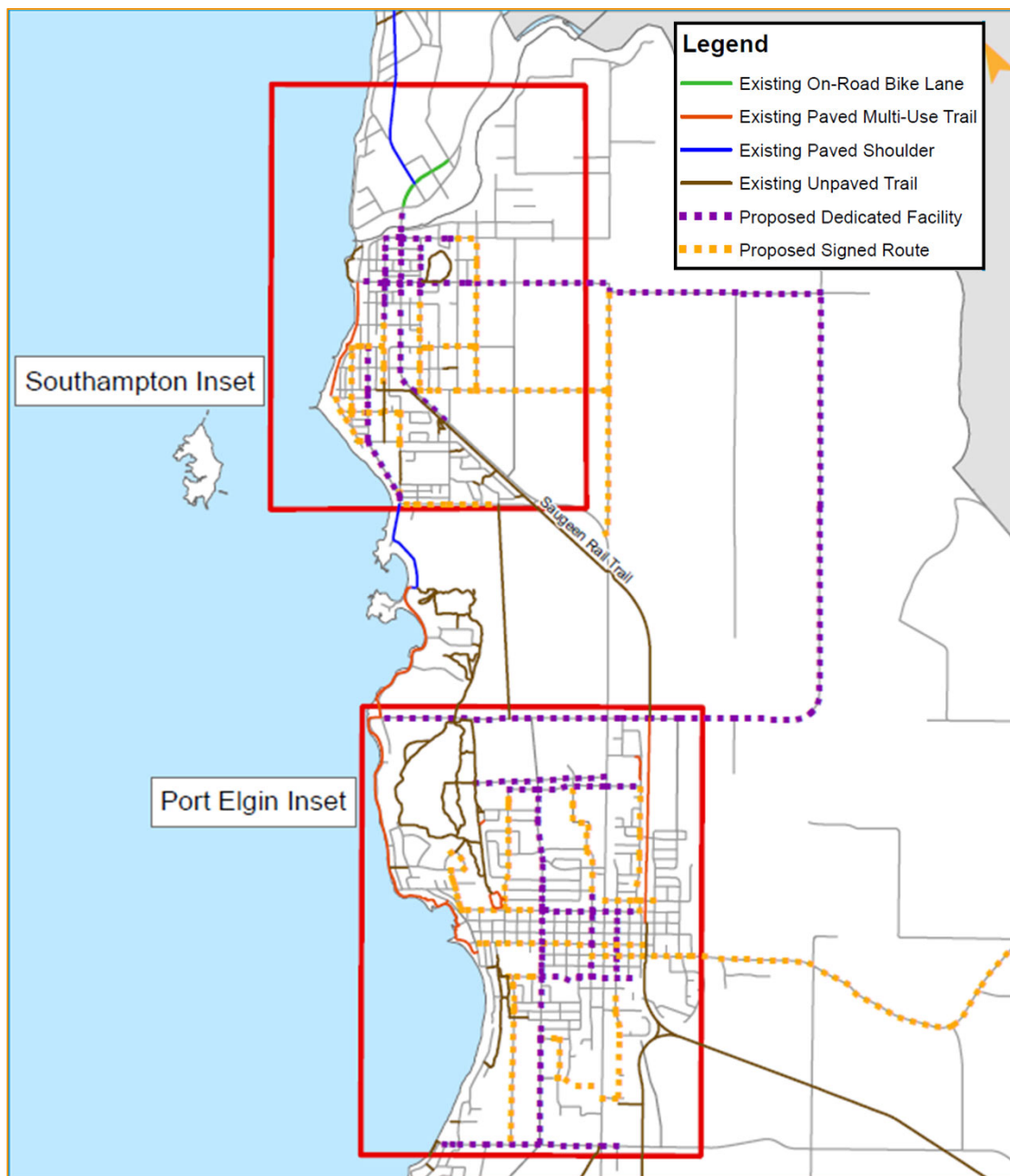
Sidewalks

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.



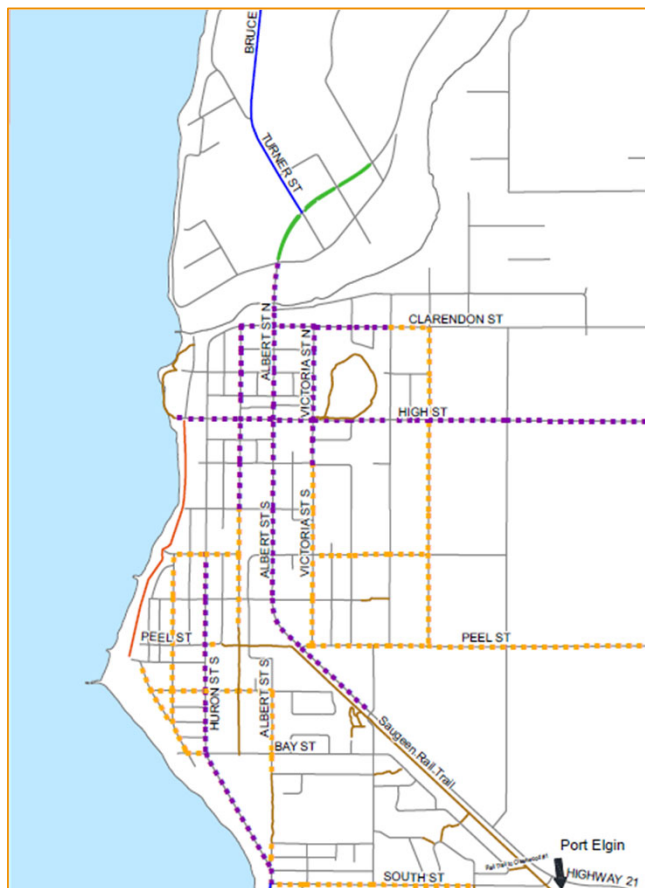
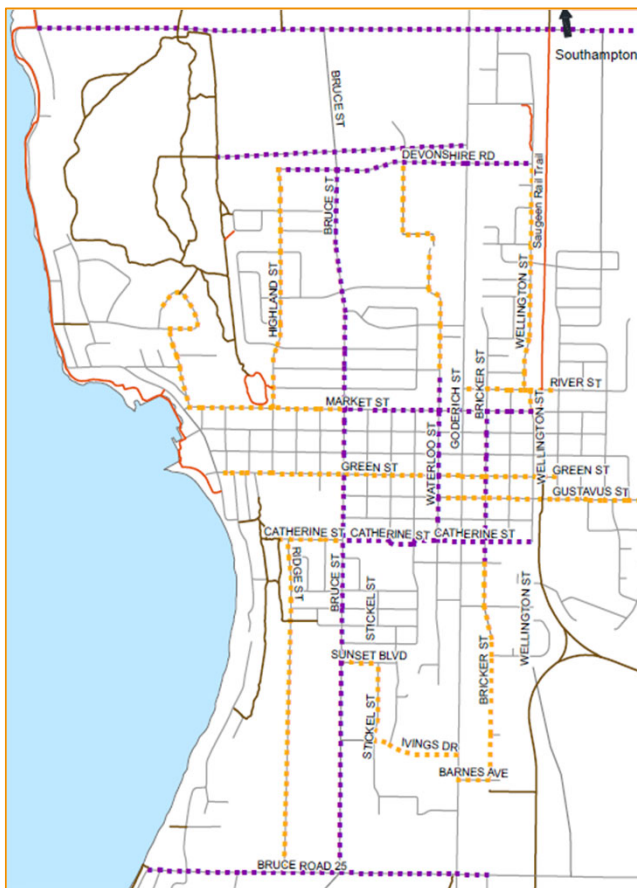
Recommended Cycling Network



Recommended Cycling Network

Port Elgin

Southampton

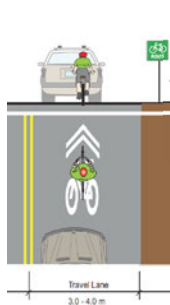


Legend

- Existing On-Road Bike Lane
- Existing Paved Multi-Use Trail
- Existing Paved Shoulder
- Existing Unpaved Trail
- Proposed Dedicated Facility
- Proposed Signed Route

Shared Cycling Facility Examples

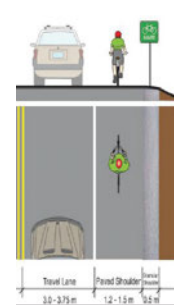
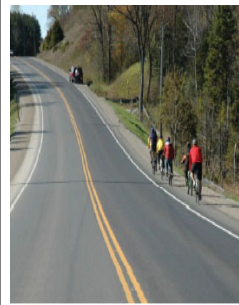
Shared Use Lanes



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.

Paved Shoulders



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.

Bicycle Priority Streets

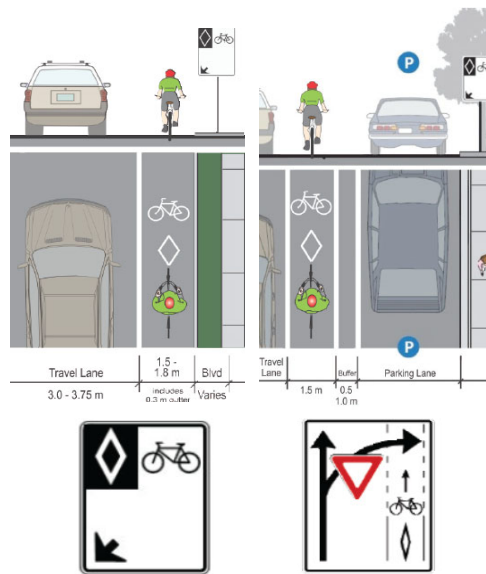
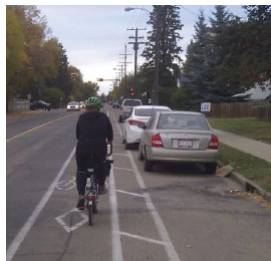


Design: Traffic calmed route. Denoted with shared use lane markings and share the road signs. Cyclists travel in line with lane markings.

Application: Local roads near schools or recreational destinations/community services. Low traffic volumes and speeds.

Separated Cycling Facility Examples

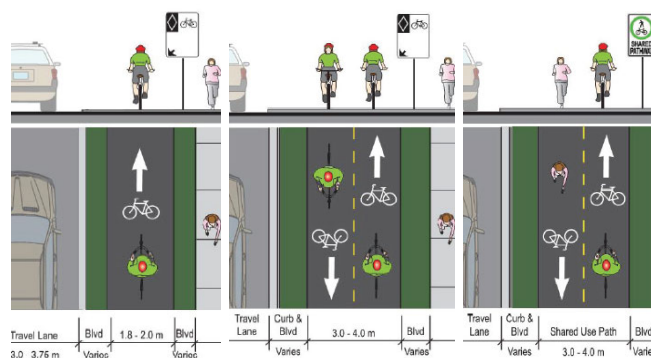
Reserved Bike Lanes



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

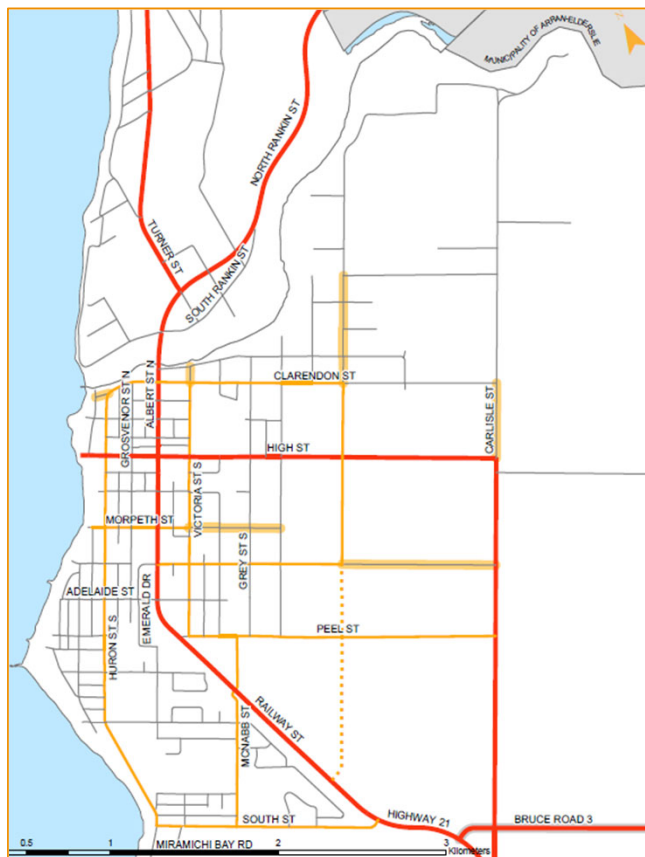
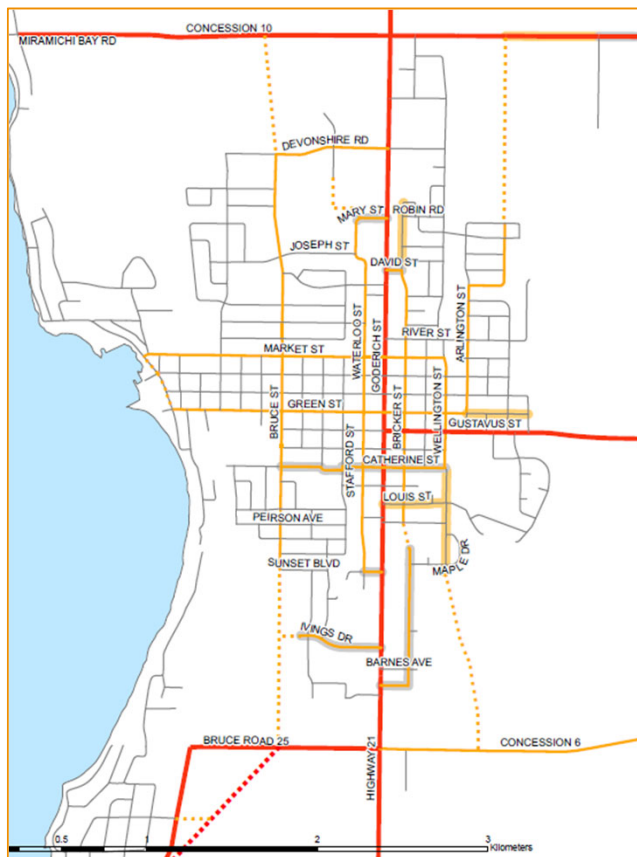
Evaluation

- Prepare "State of Cycling" Reports
- Install permanent bike counters at key locations

Recommended Road Classifications

Port Elgin

Southampton



Recommended Road Improvements

Road	From	To	Description
Anglesia Street	Peel Street	Spence Street	Develop to Collector
Anglesia Street	Spence Street	High Street	Upgrade to Collector
Bricker Street	Peirson Avenue	North of Maple Street	Acquire and develop to Collector
Bruce Road 25*	Bruce Road 33	Goderich Street	Widen and install bike lanes
Bruce Street	Bruce Road 25	Sunset Boulevard	Develop to Collector
Bruce Street	Peirson Avenue	Falcon Street	Widen and install sidewalk
Bruce Street	Devonshire Road	Concession 10	Develop to Collector
Catherine Street	Bruce Street	Stafford Street	Upgrade to Collector. Acquire property and straighten jog.
Concession 10	Bruce Street	Miramichi Bay Road	Widen to Collector width
Concession 10	Bruce Street Extension	Maplewood Drive	Upgrade to Arterial
High Street	Grenville Street	Anglesia Street	Upgrade to Arterial
Maplewood Drive	Brentwood Drive	Concession 10	Acquire and develop to Collector
Spence Street	Grenville Street	Anglesia Street	Upgrade to Collector
Waterloo Street	Mary Street	Devonshire Road	Acquire and develop to Collector

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

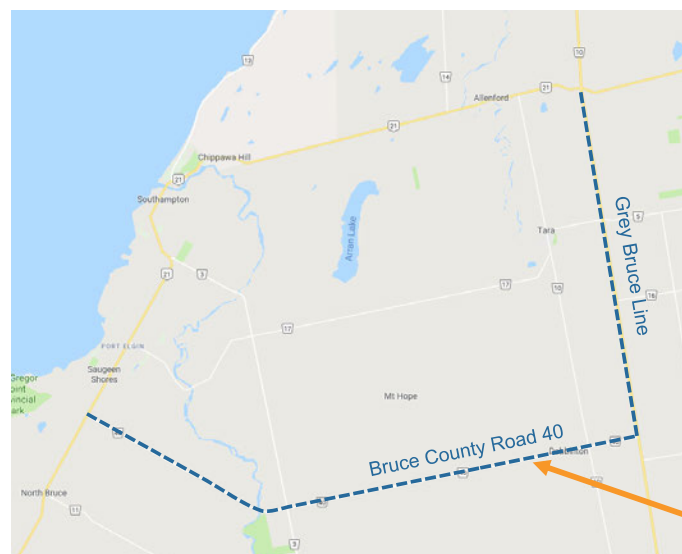
Emerging Technologies



- 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



Proposed Truck Bypass Route

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

Criterion	Specification	
Road Classification	Local and Collector Roads	“Resort Area”
Block Length	> 120 m	n/a
Speed	85 th Percentile Speed $\geq$ 55 km/h If > 15 km/h over posted limit, no volume requirement	n/a
Volume	Local Roads $\geq$ 900 vpd Collector Roads $\geq$ 2,500 vpd	n/a
Emergency Response	No significant impacts on fire, ambulance and police services	
Neighbourhood Support	Survey all households with direct frontage or flankage onto subject roadway. At least 51% must be in support.	

Recommended Neighbourhood Traffic Safety Actions

Potential Vertical Deflection Traffic Calming Measures

Speed Hump	For midblock locations. Consider removable in winter for snow clearing. Can use in temporary/trial installation.	
Speed Cushion	Same considerations as humps. Less impact to emergency and maintenance vehicles than humps.	
Raised Crosswalk	For intersections. Assists pedestrian crossings.	
Raised Intersection	Preferred to speed hump or cushion. Implement when reconstructing or constructing new road.	

Recommended Neighbourhood Traffic Safety Actions



Potential Horizontal Deflection Traffic Calming Measures

Curb Extension	Preferred with road reconstruction. Can use to create inset parking, reduce pedestrian crossing width and enhance pedestrian visibility.	 Source: www.s
Curb Radius Reduction	Except where interfere unacceptably with emergency or maintenance vehicle operation. Can use in temporary/trial installation.	 Source: http://safety.fwa.dot.gov
Raised Median Island	On arterial roads primarily. Can use in conjunction with raised crossing.	 Source: www.pedbikesafe.org
Roundabout	In new installations primarily.	 Source: www.shagreenhous

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.



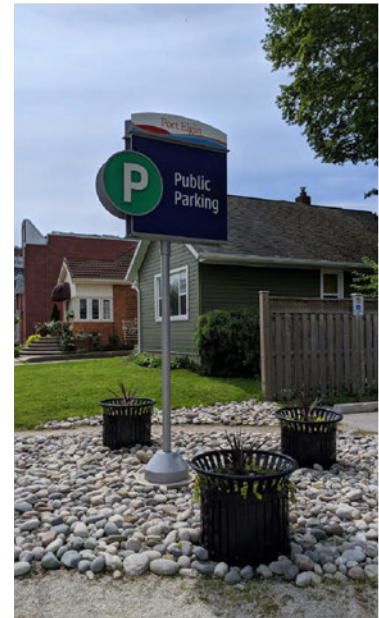
e-Scooters and Micromobility

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:

Ms. Amanda Froese, P.Eng.
Director of Infrastructure and Development Services
Town of Saugeen Shores
Box 820, 600 Tomlinson Drive
Port Elgin, ON N0H 2C0
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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

9 Public Information Centre Comments

Online Survey Responses to PIC Materials

The following summarizes the comments received in response to the online survey following the Public Information Centre (PIC) on August 7, 2019. A paper copy of the survey was available during the PIC. The online survey was open from August 8, 2019 to September 19, 2019. A total of 12 online responses were received.

Do you have anything to add to the feedback we have received to date about transportation conditions in Saugeen Shores?

- ▶ My concern is the further widening of Bruce Street. Do you mean Falconer or Falcon? This road has already been widened.
- ▶ I wish to comment on the Devonshire intersection with Goderich Street
- ▶ "South street is a critical active transportation route with hundreds of people walking to the beach from subdivisions along this stretch of road as well as people biking from many locations to the tennis courts at the top of South Street.
- ▶ South St. from Huron to Hwy 21 is in dire need of design and engineering work in order for it to be the Active Transportation route, for ages from 8 to 80, that it is required to be as indicated in the Transportation Master Plan. A large section of the street is without a shoulder. Cars parked along the shoulder create a hazard for cyclists and walkers. Many cars are travelling too quickly along this street."
- ▶ Don't overdo the street improvements in the Southampton cottage area. We like the narrow streets that drivers, cyclists and pedestrians all safely share! Widening and adding bike lanes and sidewalks will only encourage drivers to speed when they currently drive slowly.

Have we captured the key trends affecting future transportation needs in Saugeen Shores?

- ▶ Five respondents checked "yes".
- ▶ The issue of traffic overflowing onto collector roads from Goderich is not fully addressed and almost ignored.
- ▶ I applaud your desire to be a multi transportation town, however the implementation at Devonshire has me thinking you should start over. The four lanes put in for right turn, left turn, straight ahead and turning lane make all the lanes too small. I have watched many people turning onto Devonshire go into the left hand lane. The Bike route marks are deceiving because there is no room for a bicycle when there isn't even room for a turning vehicle. If I owned a home there, I would be quite upset that there is no on street parking.
- ▶ If you add more curbs and gutters and storm water drains you'll be shooting more, warmer, polluted water to Lake Huron. Must install

swmp and LID areas to capture, retain and clean road runoff. What is the towns plan for long term maintenance and operation of the highway 21 bridge over the Saugeen River? Is it inspected every 2 years as required?

In your opinion, are the vision statement and goals reflective of desired future conditions in Saugeen Shores?

- ▶ Six respondents checked “yes”.
- ▶ We aren't a city yet, and without bus or other transportation we have to rely on cars for most of our daily routines. It is wishful thinking that we would all start to bike and walk everywhere
- ▶ Some statements reflect the desired future conditions and some do not.
- ▶ Complete streets must consider environmental sustainability as discussed above. Wider streets and added sidewalks will all require more snow clearing and salting. The environmental impacts will be too high and it will all cost way too much.

Three alternative planning strategies were considered to achieve the Transportation Vision and Goals. Alternative 3 – Road Improvements Plus is being recommended as the preferred alternative. Do you agree with the findings?

- ▶ Six respondents checked “yes”.
- ▶ Bruce Street is already too busy. disagree with widening
- ▶ I don't think the status quo is appropriate, but I think alternative 3 is much more than we need. Speed bumps might be appropriate in a campground with a speed limit of 10 km/hr but won't work well with cars going 40 km/hr. Bumpouts are vision impairing. I would rather see an intensive campaign against speeding--radar or stop sign cameras.
- ▶ This is too simple and broad an approach. The measures need to match the road categories and areas. The Southampton cottage area does not need the same road layout as the new subdivision by the highway. Retrofitting is much more negatively impactful than designing a new subdivision.

Do you agree with the recommendation to apply Complete Street principles in the planning, design and construction of all streets in the municipality?

- ▶ Seven respondents checked “yes”.
- ▶ I am concerned about plans to widen and provide sidewalks and curbs to streets in the traditional cottage area. As it is no one drives fast on Lake St around the tennis courts. If this is widened, paved etc.

it will increase speeding and endanger the young cyclists who are intent only on getting to the courts; getting their tags and starting lessons. Also, sidewalks encourage cyclists to use them. I did hear an ex-councilor in a pod cast say that although there is a by-law against riding bikes on sidewalks it is not enforced. Either enforce it or take it off the books. It is more often adults riding on the sidewalk especially the boardwalk than kids. Also, there has been an unusual number of young children riding without helmets this summer - again should this not be enforced I realize that some of these comments apply more to cycling but it is all part of the same concerns over safety. Curbs and sidewalks not only endanger lives in the cottage area but also urbanize the area.

- ▶ If Devonshire is your desired goal, you need to do some rethinking. The lanes are too narrow, and the inclusion of bike lanes mean there is no on road parking for people living on the street. Where do your guests park when they come for a Christmas party? Sidewalks should be multi use. Shared pedestrian and bicycle paths work well in other communities. Bikes and pedestrians are a better match than bikes and cars.

Do you agree with the recommended cycling network? Do you agree with the recommended Active Transportation actions?

- ▶ Six respondents checked “yes”.
- ▶ Bruce Street is too busy. Disagree with further widening
- ▶ The boards suggest only cycling within Port Elgin or within Southampton unless travelling on the shared shoreline trail. What if a cyclist, or a family of cyclists, wish to cycle from Southampton to Port Elgin via the rail trail? This entails crossing Hwy 21. This is very difficult to accomplish safely when the north and southbound traffic is travelling at 80kph or more. Please recommend a safe method to accomplish this crossing via walking or cycling. Is there a viaduct/underpass/ traffic light planned?
- ▶ Share the road and use the existing network.

Do you agree with the recommended road network? Do you agree with the recommended road improvements? Do you agree with the recommended road network actions?

- ▶ Six respondents checked “yes”.
- ▶ River st. Is not designated a collector road yet is only continuous east west link to Goderich St. (North south arterial) from the development east of the rail trail. There is always traffic standing at River waiting to turn onto Bricker or cross to Goderich. It is about as busy as Bricker and more than Market.
- ▶ Bruce Street is too busy. Disagree with further widening

- ▶ Re Railway St and McNabb St junction: Roundabouts are only good for equal distribution of incoming traffic. As soon as one road feeds more traffic it will starve the other roads. Traffic on Railway St is significantly more in both directions so creating an imbalance for road users on McNabb st trying to access the roundabout. I feel an optimized traffic light would work better at this crossroads.
- ▶ No. See previous responses. A finer variety of road types is needed to be compatible with the variety and patterns of land use.
- ▶ A traffic circle at McNabb and Railway Streets would create excessive traffic noise for residents nearby since virtually EVERY vehicle on Highway 21 will be braking and accelerating in order to negotiate it. Many of the vehicles are Heavy Goods Vehicles which are of particular concern in this regard. A traffic light can allow smooth passage of the majority of vehicles on the highway with sensors to control traffic flow thus limiting the amount of noise they generate as opposed to the high level of noise that would be caused by a roundabout.

Do you agree with the recommended neighbourhood traffic safety actions? Do you agree with the potential physical (vertical and horizontal deflection) traffic calming measures?

- ▶ Six respondents checked “yes”.
- ▶ No speed bumps of any kind. Narrowing of streets is very effective and posting of speed limits on collector roads would help. Bricker for example has no posted limit from Gustavus to David. There are no stop signs on Bricker where it crosses other collector roads with traffic standing at busy times of day.
- ▶ These measures are used to slow traffic on wide streets after the widening. Don't widen in the first place as it only encourages speeding. All the mitigation measures result in drivers focusing on the bumps or humps to see how to drive over them with the least discomfort so the drivers attention is on the spied bump and not what is happening around them. Ensuring corner visibility triangles are established and maintained so all road users can safely see at intersections is essential, especially in the Southampton and Port Elgin cottage areas.

Do you agree with the recommended strategies to increase mobility options for travel within the Town?

- ▶ Five respondents checked “yes”.
- ▶ Bruce Street is too busy. Disagree with further widening
- ▶ Slow the cars and pick-up trucks down

Do you agree with the recommended strategies for parking and curbside use?

- ▶ Don't change current parking and curb side use in the Southampton cottage area.

Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan.

- ▶ A route to by pass Port Elgin is very important. However instead of going out Road 40 all the way to the Grey Bruce Line consider a route more parallel to Port and South. Kincardine with government support put in a Highway 21 bypass in the 1970's. At first the local businesses did not support the plan but in the long term it helped to revitalize the Main Street of the Town. Right now many people drive through Port because it is the main highway route. If there was a bypass close by then traffic downtown would be reduced and people may be more inclined to zip into town from the bypass to support the local businesses
- ▶ Bruce Street is too busy. Disagree with further widening
- ▶ Add an advance left hand turn lane at Ivings drive, in the northbound direction
- ▶ Provide more information on proposed improvements by each street so property owners can see exactly what is planned and can then provide feedback. Withholding information is not supported and leads to problems once it gets out.

Town of Saugeen Shores Transportation Master Plan

Public Information Centre – August 7, 2019

Comments Sheet

Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan. Thank you!

We think a roundabout should be chosen at the new Bruce St. and CR 25 intersection. It is more efficient, still slows down traffic and will allow Bruce Power traffic to flow without hindering east/west traffic.
including Baker subdivision Gables Grove
Cottage areas should not have curbs and storm sewers. There will not be enough parking and numerous storm sewer runoffs into the lake will ruin our beaches

(See reverse for more space)

Please print clearly:

Name:	
Mailing Address:	
Phone Number:	
Email Address:	

You can submit your comments by dropping this sheet in the box provided, or by mailing, faxing or emailing to the Town's project manager by **August 31, 2019**:

Amanda Froese, P.Eng., FEC

Town of Saugeen Shores Project Manager

Director, Infrastructure and Development Services

Town of Saugeen Shores

600 Tomlinson Drive

Port Elgin, ON N0H 2C0

Phone: (519) 832-2008 x119

Email: tmpstudy@saugeenshores.ca

Town of Saugeen Shores Transportation Master Plan

Public Information Centre – August 7, 2019

Comments Sheet

Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan. Thank you!

Bravo ReProposed Truck Bypass

@ parking - lined spots to park around the flag area from Huron St.

* Alternative 3 Planning Strategies
Road improvement Plus ✓✓

* I see the traffic calming Curb reduction does! Yes

* Natural Environment

Economic - support biz community (see engineering above for more info)
ie: good signage from trail system to shopping & services for cyclists

* Bike Lane on Bruce Rd 25 + 10th? from lake up like the signal Route Proposed

(See reverse for more space)

Please print clearly:

* Lets use Victoria Street South + mark it in South hampto for extra on parking

Name:	
Mailing Address:	
Phone Number:	
Email Address:	

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Town of Saugeen Shores Transportation Master Plan

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Comments Sheet

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Gobles Grove Beaches:
I would like to see the "unofficial boat launch" area at the end of George St. to be an "Official" "boat launch / dog swimming area" with No swimming or chairs allowed. It is a very small area & would have minimal effect.
To help alleviate parking issues at the Gobles Grove Beach (at the end of the CAW rd.) enhanced parking at Eidt's Beach (possibly across the road in the vacant land) would be of great benefit.
Thank you!

(See reverse for more space)

Please print clearly:

Name:	[REDACTED]
Mailing Address:	[REDACTED]
Phone Number:	[REDACTED]
Email Address:	[REDACTED]

You can submit your comments by dropping this sheet in the box provided, or by mailing, faxing or emailing to the Town's project manager by **August 31, 2019:**

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Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan. Thank you!

Concerning Gobles Grove:
Roads that need speed calming: Saugeen Beech Rd.
George St.
Baker Rd.
Of all the options presented I believe the
"speed cushions" option is the preferred.
Sidewalks would destroy the area along with
many of the trees and would generate a huge backlash
among residents.
Speed Cushions would be cost effective and
have much support.

(See reverse for more space)

Please print clearly:

Name:	[REDACTED]
Mailing Address:	[REDACTED]
Phone Number:	[REDACTED]
Email Address:	[REDACTED]

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Consider traffic circle at Turner St (B-13) and Hwy 21.

Consider Copway St being extend to B-13 to give access to new housing. Possible 25 new units will result in a minimum of 50 more vehicle entering the subdivision from Ottawa Avenue.

Consider: Huron + Adelaide → raised intersection issue → sightlines exiting ^{/crossing} ~~from~~ Huron ^{Huron} ~~Adelaide~~ ^{go} into Adelaide. Very concerned for cyclists.

Question #4 – Alternative Planning Strategies (Boards #11 to 13)

Three alternative planning strategies were considered to achieve the Transportation Vision and Goals. Alternative 3 – “Road Improvements Plus” is being recommended as the preferred alternative. Do you ~~concur with the findings~~ concur with the findings? If not, please provide your comments.

yes.

Question #5 – Complete Streets (Boards #14 to 16)

Do you concur with the recommendation to apply Complete Street principles in the planning, design and construction of all streets in the municipality? If not, please provide your suggested changes?

Retaining cottage streets is very important

Question #10 – Parking and Curbside Use (Board #29)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.

do not introduce paid parking

Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan. See reverse for additional space.

• Charging stations needed - probably will see
↑ demand

• Road turnoffs at HiBerry Farms are still dangerous. there should be a three lanes at the farm exit (in, left turn, rt turn) & it probably needs a traffic light

• Note that your map shows Lambert Lane extending south from Peel St. but that is no longer a public road. there is heavy tourist traffic each day looking for the public beach parking that way



Town of Saugeen Shores Transportation Master Plan

Public Information Centre Workbook

August 7, 2019

Welcome!

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Question Number
on Comment Sheet



Question #1 – Community and Stakeholder Feedback (Board #4)

Do you have anything to add to the feedback we have received to date about transportation conditions in Saugeen Shores?

- 4-WAY STOP AT THE CORNER OF JOSEPH + BRUCE ST IS
DESPERATELY NEED TO SLOW TRAFFIC + AVOID HITTING A CHILD
↳ THIS INTERSECTION IS ~~AT~~ HAS NUMEROUS/MANY CHILDREN CROSSING THE ROAD
- EXTEND 50KM/hr OUT FURTHER WHEN GOING NORTH ON 21
- 80km, 60km + 50km/hr AREAS NEED TO BE REVIEWED
- STREET LIGHT IS NEEDED AT THE CORNER OF CARLIAL + COUNTY
RD #3 + ~~HIGH ST~~ → TURN ~~TO THE~~ TO THE HOSPITAL IS
THEY VISIBLE

Question #6 – Active Transportation (Boards #17 to 20)

Do you concur with the recommended cycling network? Do you concur with the recommended Active Transportation actions? If not, please provide your suggested changes.

Question #7 – Roads (Boards #21 to 23)

Do you concur with the recommended road network? Do you concur with the recommended road improvements? Do you concur with the recommended road network actions? If not, please provide your suggested changes.

- IF BRUCE ST IS TO BE USED AS THE BYPASS (WRONG WORDING)
THE CONSIDERATION OF SPEED NEEDS TO BE SERIOUSLY
CONSIDERED
- 4 WAY STOPPS OR SOMETHING WOULD NEED TO BE
STRATEGICALLY PLACED
- IT ALREADY IS A HIGH SPEED ROAD & IT IS NOT
OPEN TO CON^{#10}, HOUSES ARE NOT YET BUILT SO
IT WILL ONLY GET WORSE

Question #8 – Neighbourhood Traffic Safety (Boards #24 to 27)

Do you concur with the recommended neighbourhood traffic safety actions? Do you concur with the potential physical (vertical and horizontal deflection) traffic calming measures? If not, please provide your suggested changes.

- CURB EXTENSION PILOT PROGRAM IN SOUTHAMPTON WAS NOT WELL LIKED, AT TIMES MAKES THE CORNER MORE AT RISK FOR AN ACCIDENT

- CURB RADIUS REDUCTION - DO NOT LIKE THIS OPTION

→ SHORE ROAD
- ROUNDABOUT AT THE CAW RD + #33 WOULD BE BETTER THAN TURN LANES - WOULD KEEP TRAFFIC ~~MOVING~~ MOVING

Question #9 – Mobility Options (Board #28)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.



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Question #1 – Community and Stakeholder Feedback (Board #4)

Do you have anything to add to the feedback we have received to date about transportation conditions in Saugeen Shores?

Public education for motorists re: keeping a safe distance
from cyclists (in addition to public education for
cyclists)

Question #4 – Alternative Planning Strategies (Boards #11 to 13)

Three alternative planning strategies were considered to achieve the Transportation Vision and Goals. Alternative 3 – “Road Improvements Plus” is being recommended as the preferred alternative. Do you concur with the findings? If not, please provide your comments.

I agree.

One recommendation - in the evaluation criteria, it's also important to look at impact on climate change. - perhaps under natural environment?

Question #5 – Complete Streets (Boards #14 to 16)

Do you concur with the recommendation to apply Complete Street principles in the planning, design and construction of all streets in the municipality? If not, please provide your suggested changes?

Yes.



Question #2 – Key Emerging Trends (Problems and Opportunities) (Board #9)

Have we captured the key trends affecting future transportation needs in Saugeen Shores? If not, please provide your comments.

Really imp't. to develop through routes in Southampton
+ Port Elgin for the traffic heading to the Bruce
etc.

Question #3 – Transportation Vision and Goals (Board #10)

The Transportation Vision and Goals were developed based on input received through public consultation in Fall 2018 and the Town's overarching plans and policies, with a focus on addressing future mobility needs in an effective, responsible and sustainable manner. In your opinion, are the vision statement and goals reflective of desired future conditions in Saugeen Shores? If not, please provide your comments.



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Question #1 – Community and Stakeholder Feedback (Board #4)

Do you have anything to add to the feedback we have received to date about transportation conditions in Saugeen Shores?

Need to have public education re. cycling
for car/truck drivers

Question #4 – Alternative Planning Strategies (Boards #11 to 13)

Three alternative planning strategies were considered to achieve the Transportation Vision and Goals. Alternative 3 – “Road Improvements Plus” is being recommended as the preferred alternative. Do you concur with the findings? If not, please provide your comments.

yes

Question #5 – Complete Streets (Boards #14 to 16)

Do you concur with the recommendation to apply Complete Street principles in the planning, design and construction of all streets in the municipality? If not, please provide your suggested changes?

Question #8 – Neighbourhood Traffic Safety (Boards #24 to 27)

Do you concur with the recommended neighbourhood traffic safety actions? Do you concur with the potential physical (vertical and horizontal deflection) traffic calming measures? If not, please provide your suggested changes.

Need for enforcement of speed limits.

Question #9 – Mobility Options (Board #28)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.

Again Advantage should be
taken of carpooling or busing
since so many people work at the
same location

Question #10 – Parking and Curbside Use (Board #29)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.

Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan. See reverse for additional space.

County
A paved shoulder on County Road 33
must be considered for bikes as
the town expands

Question #6 – Active Transportation (Boards #17 to 20)

Do you concur with the recommended cycling network? Do you concur with the recommended Active Transportation actions? If not, please provide your suggested changes.

Board is missing the multi use
rail between Port Elgin + Southampton

Should look at paved bike path
along County Rd 33 to the Bruce
so traffic increases

Question #7 – Roads (Boards #21 to 23)

Do you concur with the recommended road network? Do you concur with the recommended road improvements? Do you concur with the recommended road network actions? If not, please provide your suggested changes.

Need to look at roundabouts
instead of lights. There are 11
lights between the Independent +
County Road 25

Also removal of lights should be
assessed especially in front of
MacDonalds

A Roundabout should be considered
at the junction of CR 33 + 25

Board #6 - Should graph 2016 - pop.

Question #2 – Key Emerging Trends (Problems and Opportunities) (Board #9)

Have we captured the key trends affecting future transportation needs in Saugeen Shores? If not, please provide your comments.

Agree with parking deficiencies in
the town of Port Elgin

Question #3 – Transportation Vision and Goals (Board #10)

The Transportation Vision and Goals were developed based on input received through public consultation in Fall 2018 and the Town's overarching plans and policies, with a focus on addressing future mobility needs in an effective, responsible and sustainable manner. In your opinion, are the vision statement and goals reflective of desired future conditions in Saugeen Shores? If not, please provide your comments.

Unfortunately this meeting was held when
summer residents were not available
and I never received notification of
the meeting

Care pooling ~~mass~~ or busing must be
encouraged - it should be more
efficient than driving individual cars
It is a perfect opportunity to so
many people working in the same location



Town of Saugeen Shores Transportation Master Plan

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Question #1 – Community and Stakeholder Feedback (Board #4)

Do you have anything to add to the feedback we have received to date about transportation conditions in Saugeen Shores?

Something needs to be done
at Hi Berry farms and the
rail trail crossing.

Question #4 – Alternative Planning Strategies (Boards #11 to 13)

Three alternative planning strategies were considered to achieve the Transportation Vision and Goals. Alternative 3 – “Road Improvements Plus” is being recommended as the preferred alternative. Do you concur with the findings? If not, please provide your comments.

Question #5 – Complete Streets (Boards #14 to 16)

Do you concur with the recommendation to apply Complete Street principles in the planning, design and construction of all streets in the municipality? If not, please provide your suggested changes?

Multi-use sidewalks vs bike lanes
and sidewalks for pedestrians.
We have seen this used successfully
in the States and in Italy.

Question #8 – Neighbourhood Traffic Safety (Boards #24 to 27)

Do you concur with the recommended neighbourhood traffic safety actions? Do you concur with the potential physical (vertical and horizontal deflection) traffic calming measures? If not, please provide your suggested changes.

Speed bumps everywhere is
ridiculous.

large bumpouts reduce vision
for drivers.

Question #9 – Mobility Options (Board #28)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.



Town of Saugeen Shores Transportation Master Plan

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Question #1 – Community and Stakeholder Feedback (Board #4)

Do you have anything to add to the feedback we have received to date about transportation conditions in Saugeen Shores?

I didn't see anything about addressing traffic @ school pick up + drop off zones.

Question #4 – Alternative Planning Strategies (Boards #11 to 13)

Three alternative planning strategies were considered to achieve the Transportation Vision and Goals. Alternative 3 – “Road Improvements Plus” is being recommended as the preferred alternative. Do you concur with the findings? If not, please provide your comments.

Will Concession 6 of Saugeen be an alternate route out of town?

Question #5 – Complete Streets (Boards #14 to 16)

Do you concur with the recommendation to apply Complete Street principles in the planning, design and construction of all streets in the municipality? If not, please provide your suggested changes?

For certain gravel roads a Tar + Chip solution could be utilized more often as in Aran Elderslie.

Question #10 – Parking and Curbside Use (Board #29)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.

In front of South Paws + Pea Pod that should be turned into a 'bump out' or a railing put up in the mean time.

Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan. See reverse for additional space.

If there is anything that could be done to help dog walker + scooter riders get around easier in the winter instead of using roadways would be good.

Question #8 – Neighbourhood Traffic Safety (Boards #24 to 27)

Do you concur with the recommended neighbourhood traffic safety actions? Do you concur with the potential physical (vertical and horizontal deflection) traffic calming measures? If not, please provide your suggested changes.

#24 is a good idea, we don't want trucks on Bruce St (Lynx)

definitely need pedestrian crossings, speed limits, all way stops with flashing red lights.

I like raised #27 speed cushions & raised crosswalks.

Question #9 – Mobility Options (Board #28)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.

Question #10 – Parking and Curbside Use (Board #29)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.

yes

we definatly ^{need} public transportation

Please provide any additional comments you may have on the Town of Saugeen Shores Transportation Master Plan. See reverse for additional space.

Question #6 – Active Transportation (Boards #17 to 20)

Do you concur with the recommended cycling network? Do you concur with the recommended Active Transportation actions? If not, please provide your suggested changes.

A safer bike network has been needed for years.

Question #7 – Roads (Boards #21 to 23)

Do you concur with the recommended road network? Do you concur with the recommended road improvements? Do you concur with the recommended road network actions? If not, please provide your suggested changes.

The interlocking brick in the main intersections in P.E. should be removed + paved properly.



Town of Saugeen Shores Transportation Master Plan

Public Information Centre Workbook

August 7, 2019

Welcome!

Please use this workbook to record your comments on the material presented today. Specific items where your input is requested are denoted on the presentation boards by:

Question Number
on Comment Sheet



Question #1 – Community and Stakeholder Feedback (Board #4)

Do you have anything to add to the feedback we have received to date about transportation conditions in Saugeen Shores?

- Need a Hwy 21 Bypass
- Public Transportation is needed
- Include Saugeen First Nation in access to public transportation

Question #4 – Alternative Planning Strategies (Boards #11 to 13)

Three alternative planning strategies were considered to achieve the Transportation Vision and Goals. Alternative 3 – “Road Improvements Plus” is being recommended as the preferred alternative. Do you concur with the findings? If not, please provide your comments.

Must work towards Alternative 3 to
match with vision

Public Transportation must be equal in
value to walking/cycling and vehicles
to address seniors mobility as well
as affordable options.

Question #5 – Complete Streets (Boards #14 to 16)

Do you concur with the recommendation to apply Complete Street principles in the planning, design and construction of all streets in the municipality? If not, please provide your suggested changes?

yes
* Watch obstructions that will reduce sight
while driving.

Question #8 – Neighbourhood Traffic Safety (Boards #24 to 27)

Do you concur with the recommended neighbourhood traffic safety actions? Do you concur with the potential physical (vertical and horizontal deflection) traffic calming measures? If not, please provide your suggested changes.

need Truck Bypass Route

must make sure no impact on Emergency
Response services

Question #9 – Mobility Options (Board #28)

Do you concur with the recommended strategies to increase mobility options for travel within the Town? If not, please provide your suggested changes.

Curb Extension - Review Southampton and
Issues with snow removal

* Need to implement all of the
Recommended Mobility Options recommendations

Question #6 – Active Transportation (Boards #17 to 20)

Do you concur with the recommended cycling network? Do you concur with the recommended Active Transportation actions? If not, please provide your suggested changes.

✓ yes

needs test runs for important potential

Question #7 – Roads (Boards #21 to 23)

Do you concur with the recommended road network? Do you concur with the recommended road improvements? Do you concur with the recommended road network actions? If not, please provide your suggested changes.

Agree with Collector Routes & upgrades.
need to look further into proposal

Question #2 – Key Emerging Trends (Problems and Opportunities) (Board #9)

Have we captured the key trends affecting future transportation needs in Saugeen Shores? If not, please provide your comments.

- Yes

- too slow travelling through Port Elgin on Hwy 21 in summer - dangerous

Crossing 21 by Bike - dangerous.

Question #3 – Transportation Vision and Goals (Board #10)

The Transportation Vision and Goals were developed based on input received through public consultation in Fall 2018 and the Town's overarching plans and policies, with a focus on addressing future mobility needs in an effective, responsible and sustainable manner. In your opinion, are the vision statement and goals reflective of desired future conditions in Saugeen Shores? If not, please provide your comments.

yes

10 Response to Study Comments

#	Date	Contact Information	Message	Response	Action
1	2018-12-19	Anneleis Eckert Environmental Planner / Environmental Assessment Coordinator p: 519-873-5115 e: anneleis.eckert@ontario.ca	The Owen Sound district office received a Notice of Commencement for a Transportation Master Plan for Saugeen Shores. Please note that as of May 1, 2018 there is a new process for submitting notices. Information on the new process can be found online: https://www.ontario.ca/page/preparing-environmental-assessments#section-5 Please submit the notice and project information form to the Southwest Regional Office EA email account (eanotification.swregion@ontario.ca).	No response. Copied on notice to Southwest Regional Office EA email.	Sent notice to Southwest Regional Office EA email account. 2019-03-20
2	2019-02-19	Anneleis Eckert Environmental Planner / Environmental Assessment Coordinator p: 519-873-5115 e: anneleis.eckert@ontario.ca	I haven't received the notice and project information form to the EA notification inbox yet. Have you had a chance to re-send?	No response. Copied on notice to Southwest Regional Office EA email.	Sent notice to Southwest Regional Office EA email account. 2019-03-20
3	2018-12-21	Ken Mott District Planner Midhurst District Ministry of Natural Resources and Forestry Bruce, Grey, Simcoe and Dufferin Counties p: (705) 725-7546 (705) 725-7584 e: ken.mott@ontario.ca	Thank you for circulating to MNRF the Notice of Commencement for Saugeen Shores' Transportation Master Plan. Can you please replace the contact information for Shawn Carey with my contact info below? MNRF is interested in being circulated on the study but please only send digital files when they are available, we do not want paper copies.	No response required.	Contact list updated 2019-03-04
4	2018-12-27	Environmental Assessment Program, Ontario Region Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5 e: EnviroOnt@tc.gc.ca	Thank you for your correspondence. Please note Transport Canada does not require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project. 1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/ ; and 2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm . Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 67 of the Canadian Environmental Assessment Act, 2012. If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded electronically to: EnviroOnt@tc.gc.ca with a brief description of Transport Canada's expected role. *Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context: • Navigation Protection Act (NPA) – the Act applies primarily to works constructed or placed in, on, over, under, through, or across scheduled navigable waters set out under the Act. The Navigation Protection Program administers the NPA through the review and authorization of works affecting scheduled navigable waters. Information about the Program, NPA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html . Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863. • Railway Safety Act (RSA) – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm . Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 996-2985. • Transportation of Dangerous Goods Act (TDGA) – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the Program is available at: https://www.tc.gc.ca/eng/tdga/menu.htm . Enquiries can be directed to TDGA@tc.gc.ca or by calling (613) 996-2985.	No response required.	Consultation with Transport Canada not required. Removed from Contact List 2019-03-04.
5	2019-01-15	Chris Hachey Assistant Coordinator, Lands, Resources and Consultation Historic Saugeen Métis 204 High Street Southampton, Ontario, N0H 2L0 p: (519) 483-4000 e: hsmasstirc@bmts.com	The Historic Saugeen Metis (HSM) Lands, Resources, and Consultation Department appreciates the opportunity to be consulted during the Saugeen Shores Transportation Master Plan Study. HSM interests related to the study largely focus on environmental sustainability associated to land use / development and archaeological resources. Thank you again for the opportunity and we look forward to receiving study updates.	No response required.	Contact list updated. 2019-03-04
6	2018-12-19	Lara Widdifield, C.E.T. Director of Public Works Town of South Bruce Peninsula PO Box 310, 315 George Street Warton, ON, N0H 2T0 p: 519-534-1400 e: tsbppwmanager@bmts.com	Please add me to your project contact list.	No response required.	Contact list updated. 2019-03-04

#	Date	Contact Information	Message	Response	Action
7	2019-01-02	Jason Weppler Health Promoter Grey Bruce Health Unit p: 519-376-9420 ext. 1408 e: J.Weppler@publichealthgreybruce.on.ca	The Grey Bruce Health Unit is keen to support the development of the Transportation Master Plan for the Town. Recently, we have been involved with supporting Grey County with the development of their TMP as well as their Cycling and Trails MP. Please add this email to any future correspondence and if there is an opportunity to be more directly involved please let me know.	No response required.	Contact list updated. 2019-03-04
8	2019-02-19	Brad Ritchie Economic Development Officer Saugeen First Nation#29 9 Indian Agency Rd. Southampton, ON N0H2L0 p: 519-797-2781 Ext. 1500 e: brad.ritchie@saugeen.org	I have just received a letter from our Band Administrator about the Saugeen Shores Transportation Master Plan. I am very interested in the project and would like to keep up to date on the progress going forward. Can you please add me to the Study Contact List? Please feel free to contact me if you have any questions.	No response required.	Contact list updated. 2019-03-04
9	2019-01-14	Terra Luscombe RN PHN IBCLC Public Health Nurse Healthy Growth and Development Grey Bruce Health Unit e: T.Luscombe@publichealthgreybruce.on.ca	I'm writing to you as a Co-Chair of the GC Huston Public School Parent Council- the School and Community Committee (SCC). We have had transportation issues (specifically increasing opportunities and safety for active transportation, safe routes for walking students, and road signage/school zone safety, sidewalk/bike path to link Southampton to Saugeen First Nations to provide safe active transportation routes for our students) topics on our Council agendas and radar since early 2018. I had previously sent an email requesting the G.C. Huston SCC be considered a stakeholder in this process. Today I received the Notice of Study Commencement letter from Hugh Morrison, the Principal at G.C. Huston. I'm writing to you to let you know we would be very interested in this study and to determine the best course of participation for a group like ours. Last year we discussed applying for active transportation grants to support positive changes in our school populations use of and safety while using active transportation. We would be very interested in determining the optimal timing for and potential for partnering with the Town of Saugeen Shores. I'm available by phone 519-379-6792. We have monthly meetings- the second Tuesday of each month- and often have guest speakers, if you or a town representative is available to attend, we are a very willing and interested group of parents, teachers, principal and community members.	I want to let you know that you have been added to the stakeholders list, so you will get more information and be involved in the next steps for sure. There is a summary of what we heard and a project update on our website. https://www.saugeenshores.ca/en/living-in-our-community/transportation.aspx Let me know if you want me to come and meet with your group in the spring sometime.	Contact list updated. 2019-03-04 Response sent 2019-03-25
10	2018-11-15	Cheryl Grace, Southampton Ward Councillor e: cgrace@saugeenshores.ca	As a member of Council I was unable to attend the meeting you held with members of Council on Nov. 1. Please accept my comments as input for our Transportation Master Plan Study.	No response required.	Comments forwarded to GSP for engagement summary. 2019-03-04.
11	2019-01-14	Greg Schmalz President Beachers Organization e: gekschmalz@eastlink.ca	I've been collecting member feedback as it's comes in and have also provided your contact if members wanted to send responses in themselves. Here are the highlights from those sent in; - desire for an advanced green turn signal at the light at the Circle K store during the after work rush hours - sequence the lights better in summer so traffic moves better through town - CR 25 speed limits too high - CR 25 bus traffic increase and the wide turning into oncoming traffic not welcomed. - lack of main street parking - Hwy 21 by pass should begin planning. Many referred to the success of Kincardine's bypass which has let the downtown develop and be more people friendly. Travellers who want to visit Port Elgin will get off. - get resident buy in before automatically upgrading roads to " city standards " (curbs and gutters) whenever road resurfacing or infrastructure installation takes place. (ie. storm water or sanitary sewers) was a frequent comment for Bakers subdivision residents. - walking and biking lanes were very popular and residents expect impediments to safety like unnecessary intersecting cross roads or access / egress points for cars to be avoided. - golf cart use on roads needs better enforcement - main beach car parking lots need better drainage and lighting improvements - rebuilding the main beach pier for a walking promenade extension - County Rd. 25 improvements should use a round about vs a traffic light and have no stop signs on CR 25 at proposed intersections - Stop signs in use between Hwy 21 and the main beach should be upgraded to catch drivers attention to avoid T Bone collisions - one day a week in summer the downtown core should become a pedestrian mall for a half day. Thanks for giving our members the opportunity to submit ideas.	No response required.	Comments forwarded to GSP for engagement summary. 2019-03-04.
12	2019-01-15	Dan Oswald Project Manager Eastlink Engineering p: 226.430.1016 e: Dan.Oswald@corp.eastlink.ca	I have forwarded this on to Eastlink's design group to review.	No response required.	Noted.

#	Date	Contact Information	Message	Response	Action
13	2019-03-22	Jeremy Schultz Administrative Officer, Ontario Region Canadian Environmental Assessment Agency p: 416-952-1576 e: jeremy.schultz@canada.ca	Please find attached a reply to the above noted project. Attachment: Thank you for your correspondence of regarding the Town of Saugeen Shores Transportation Master Plan. The Canadian Environmental Assessment Act, 2012 (CEAA 2012) focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction and applies to physical activities described in the Regulations Designating Physical Activities (the Regulations). Based on the information provided, your project does not appear to be described in the Regulations. Kindly review the requirements of CEAA 2012, including the Regulations. Given the ongoing review of the federal environmental assessment process, if your project does not proceed immediately, please review your project against any future federal legislation and pursuant regulations to confirm applicability to your project. According to section 25 (c) of the Regulations the construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 50 km or more of new right of way may require a Federal Environmental Assessment. If you believe the project is not subject to a federal environmental assessment, and do not submit a project description, we kindly request that you remove the Canadian Environmental Assessment Agency from your distribution list. If you have questions, please get in touch with our office through the switchboard at 416-952-1576. The attachment that follows provides web links to useful legislation, regulation, and guidance documents.	No response required.	Removed from contact list 2019-03-22.
Matrix will be updated after 30-day review period.					

11 Notice of Study Completion



TOWN OF SAUGEEN SHORES

Transportation Master Plan



Appendix B – Recommended Policies



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Attachments

- Attachment A Checklist for Setting Speed Limits (end of Chapter 2)
- Attachment B Roundabout Screening Tool (end of Chapter 3)

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1 Traffic Calming Implementation Protocol

1.1 Introduction

1.1.1 Background

The Town of Saugeen Shores receives several requests each year for traffic calming measures in neighbourhoods. Unfortunately, the Town is unable to accommodate all requests within current resources, nor are all locations suitable for traffic calming. The Town therefore wishes to define a transparent, fair, and standardized process for addressing all traffic calming requests submitted for review.

This **Traffic Calming Implementation Protocol** details the Town's:

- ▶ Process for receiving, evaluating, and responding to traffic calming requests;
- ▶ Evaluation methodology for determining if traffic calming is appropriate for a given street; and
- ▶ List of applicable traffic calming measures, or “toolbox”, the Town will apply on local and collector roads within Saugeen Shores.

1.1.2 Purpose

The purpose of the Traffic Calming Implementation Protocol is to provide Town staff with guidance on determining eligible locations for traffic calming and applicable measures. This protocol is intended for use on existing and future streets in Saugeen Shores.

The Traffic Calming Implementation Protocol summarizes, and supplements guidance contained in the Transportation Association of Canada (TAC) *Canadian Guide to Traffic Calming*¹ and *Geometric Design Guide for Canadian Roads*² with considerations specific to Saugeen Shores. The policy also reflects applicable Provincial legislation including the *Accessibility for Ontarians with Disabilities Act* (AODA) and the *Highway Traffic Act* (HTA). The planning, design, and implementation of Traffic Calming Plans in Saugeen Shores must comply with relevant provisions of these and other statutes.

¹ Transportation Association of Canada. *Canadian Guide to Traffic Calming*. February 2018.

² Transportation Association of Canada. *Geometric Design Guide for Canadian Roads*. June 2017.

1.2 Traffic Calming Overview

1.2.1 What is Traffic Calming?

The *Canadian Guide to Traffic Calming* defines traffic calming as:

*The process and measures applied by road authorities to address concerns about the behaviour of motor vehicle drivers travelling on streets within their jurisdictions.*³

Traffic calming measures are usually applied in locations experiencing excessive vehicle speed and/or with high volumes of shortcutting traffic. Traffic calming plans seek to alter the street in such a way as to reduce vehicle speeds, discourage shortcutting, minimize conflicts between street users, and improve the neighbourhood environment. The application of these measures is intended to restore streets to their desired function – providing mobility and access but in differing combinations depending on the specific location, role, and classification of the street.

1.2.2 Advantages and Disadvantages of Traffic Calming

Traffic calming forms one part of road design that the Town can use to ensure their streets better meet community needs. As with any measure, though, traffic calming presents specific advantages and disadvantages dependent on its application.

Advantages of traffic calming can include:

- ▶ Reduced motor vehicle speeds;
- ▶ Reduced traffic volumes;
- ▶ Discouraging short-cutting;
- ▶ Improved neighbourhood livability; and
- ▶ Reduced conflicts between roadway users.

Disadvantages of traffic calming can include:

- ▶ Increased emergency vehicle response time;
- ▶ Reduced ingress and egress from neighbourhoods;
- ▶ Shifting or diverting traffic volumes or speeding concerns onto another roadway;
- ▶ Increased maintenance costs, including snow clearing and curbside waste collection; and
- ▶ Measures some may consider visually unattractive, or which may cause increased noise pollution.

³ Transportation Association of Canada. *Canadian Guide to Traffic Calming*. February 2018.

1.3 Application of Traffic Calming Measures

Traffic calming will only be considered on **Residential Local and Collector Roads** in the Town of Saugeen Shores to restore these streets to their planned function. The Official Plan states:

- ▶ **Collector Roads** are intended to service moderate traffic volumes between Local Roads and the Arterial Roads, while at the same time providing access to individual properties. Collector Roads shall have a minimum right-of-way width of 22.0 to 26.2 metres.
- ▶ **Local Roads** generally carry light volumes of traffic at low speed and provide direct access to abutting land uses. Local Roads shall be designed to discourage through-traffic. The minimum right-of-way width for Local Roads shall be 20 metres.

The Town will not consider requests for traffic calming measures on any Arterial Roads.

1.4 Guidelines for Traffic Calming Plans

Physical traffic calming measures can be costly and time-consuming to design, install, and maintain. The installation of traffic calming can also cause unintended consequences if used inappropriately. Adverse outcomes include an increase in traffic volumes on adjacent streets and driver frustration leading to undesirable behaviour like speeding.

To ensure measures are properly considered and negative impacts are minimized, Traffic Calming Plans should be considered:

- ▶ When there is a demonstrated safety, excessive speed, or shortcutting traffic concern and acceptable alternative measures have been exhausted;
- ▶ After exploring methods to improve operation of the arterial road network, such as signal timing optimization; and
- ▶ Only after education, enforcement, and traffic engineering efforts have failed to produce the desired results.

Where a Traffic Calming Plan is deemed the best course of action, the plan should:

- ▶ Include consideration as to whether an area-wide or street-specific plan is more suitable. An area-wide solution should be considered if a street-specific scheme would likely result in the displacement of traffic onto adjacent streets; and
- ▶ Not impede non-motorized modes of transportation and be designed to ensure pedestrian and cyclist movement is unaffected and enhanced through traffic calming measures.

1.5 Traffic Calming Toolkit

1.5.1 Potential Traffic Calming Measures

The *Canadian Guide to Traffic Calming* identifies a broad range of traffic calming techniques. From this catalogue of options, the Town has established a shortlist of traffic calming measures for use in Saugeen Shores. The list summarized in **Table 1.1** captures a range of different approaches to traffic calming, providing a description and photo of each measure. The table also notes whether the measures are applicable on Local or Collector Roads, and the potential benefits and disbenefits. This general overview will assist in selecting appropriate measures to address specific transportation concerns, and will also help to avoid undesirable impacts caused by inappropriate measures for a particular application. **Figure 1.1** details the legend for the tables.

Figure 1.1:
Legend for
Table 1.1

Legend

- Substantial Benefits
- ▣ Minor Benefits
- No Benefits or Limited Data Available
- Substantial Disbenefits
- ◐ Moderate Disbenefits
- No Disbenefit or Limited Data Available
- \$ Low Cost (\$0-\$10,000)
- \$\$ Moderate Cost (\$10,000 to \$100,000)
- \$\$\$ High Cost (\$100,000 +)

TABLE 1.1: TRAFFIC CALMING MEASURES

Measure	General Description	Applicable Location	Photo	Potential Benefit				Potential Disbenefit						Cost		
				Speed Reduction	Volume Reduction	Conflict Reduction	Environment	Local Access	Emergency Response	Active Transportation	Enforcement	Parking	Maintenance			
Vertical Deflection																
Speed Hump/Table	A raised area of a roadway, which deflects both the wheels and body of a traversing vehicle. A speed table is an elongated raised speed hump with a flat-topped section that is long enough to raise the entire wheelbase of a vehicle.	▶ Local Roads		■	■	■	■	○	●	○	○	○	○	●	\$-\$	
Speed Cushion	A segmented speed hump which allows for the passage of larger vehicles such as emergency vehicles or buses without difficulty while still reducing passenger vehicle speeds.	▶ Local Roads		■	■	■	■	○	○	○	○	○	○	○	●	\$
Raised Crosswalk	A marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway.	▶ Local Roads ▶ Collector Roads		■	□	■	■	○	○	○	○	○	○	○	●	\$-\$

TABLE 1.1: TRAFFIC CALMING MEASURES

Measure	General Description	Applicable Location	Photo	Potential Benefit				Potential Disbenefit						Cost
				Speed Reduction	Volume Reduction	Conflict Reduction	Environment	Local Access	Emergency Response	Active Transportation	Enforcement	Parking	Maintenance	
Raised Intersection	A full intersection, including crosswalks, constructed at a higher elevation than the adjacent roadways.	- Local Roads - Collector Roads		■	□	■	■	○	●	●	○	○	●	\$\$-\$\$\$
Horizontal Deflection														
Curb Extension	A horizontal intrusion of the curb into the roadway resulting in a narrower roadway width.	- Local Roads - Collector Roads		■	□	□	■	○	○	●	○	●	●	\$\$-\$\$\$
Curb Radius Reduction	The reconstruction of an intersection corner using a smaller radius, usually in the 3.0 m to 5.0 m range.	- Local Roads - Collector Roads		■	□	□	■	○	○	●	○	○	●	\$-\$\$
Raised Median Island	An island constructed on the centreline of a two-way roadway to reduce the overall width of the adjacent travel lanes.	- Local Roads - Collector Roads		■	□	■	□	○	○	○	○	○	○	\$\$-\$\$\$

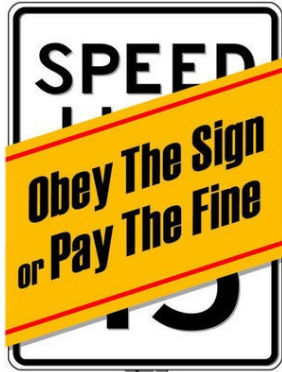
TABLE 1.1: TRAFFIC CALMING MEASURES

Measure	General Description	Applicable Location	Photo	Potential Benefit				Potential Disbenefit						Cost
				Speed Reduction	Volume Reduction	Conflict Reduction	Environment	Local Access	Emergency Response	Active Transportation	Enforcement	Parking	Maintenance	
Traffic Circle/Traffic Button/Mini-Roundabout	A raised island located in the centre of an intersection, which requires vehicles to travel through the intersection in a circular, counter-clockwise direction around the island.	▶ Local Roads ▶ Collector Roads	 Source: www.cjlynwood.wa.us	■	□	■	■	○	●	●	○	●	●	\$-\$\$\$
On-Street Parking	The reduction of the roadway width available for vehicle movement by allowing motor vehicles to park adjacent and parallel to the curb.	▶ Local Roads ▶ Collector Roads	 Source: CIMA+	■	□	□	■	○	●	●	○	○	●	\$-\$\$
Vertical Centreline Treatment	The use of vertical treatments such as flexible post-mounted delineators or raised pavement markers to create a centre median with the purpose of giving drivers a perception of lane narrowing and creating a sense of constriction.	▶ Local Roads		■	□	□	□	○	○	○	○	○	●	\$

TABLE 1.1: TRAFFIC CALMING MEASURES

Measure	General Description	Applicable Location	Photo	Potential Benefit				Potential Disbenefit						Cost	
				Speed Reduction	Volume Reduction	Conflict Reduction	Environment	Local Access	Emergency Response	Active Transportation	Enforcement	Parking	Maintenance		
Supplemental Measures															
Rumble Strips	Raised buttons, bars or grooves closely spaced at regular intervals on the roadway that create both noise and vibration in a moving vehicle.	▶ Rural Roads		■	□	□	□	○	○	●	○	○	○	●	
Sidewalk Extension/ Textured Crosswalk	A sidewalk that is continued across a local street intersection at the level of the roadway and a textured and/or patterned surface which contrasts with the adjacent roadway is incorporated.	▶ Local Roads ▶ Collector Roads		■	□	■	■	○	○	●	○	○	○	●	\$-\$
Driver Feedback/ Portable Messaging Signs	Permanent or temporary signage utilized to advise drivers of excessive speeds or modified road conditions with the intent to make drivers aware of undesired behaviour and increase awareness.	▶ Local Roads ▶ Collector Roads		■	□	□	□	○	○	○	●	○	○	●	\$

TABLE 1.1: TRAFFIC CALMING MEASURES

Measure	General Description	Applicable Location	Photo	Potential Benefit				Potential Disbenefit						Cost
				Speed Reduction	Volume Reduction	Conflict Reduction	Environment	Local Access	Emergency Response	Active Transportation	Enforcement	Parking	Maintenance	
Targeted Education Campaign	Events, programs, or media campaigns to try and raise awareness on road safety issues. Education campaigns can address multiple types of driver awareness, including speeding (other types include impaired driving, distracted driving, seatbelt awareness, aggressive driving, etc.).	▶ Local Roads ▶ Collector Roads		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	\$-\$\$\$
Targeted Enforcement	Additional police enforcement in locations when speed, crash, citation, resident comments, or other sources of information suggest that the site is unusually hazardous due to illegal driving practices.	▶ Local Roads ▶ Collector Roads		☒	☐	☐	☐	☐	☐	☐	☒	☐	☐	\$-\$\$\$

1.5.2 Use of Regulatory Signs for Traffic Calming Purposes

All-Way Stop Control

The Town is often requested to consider the installation of an all-way stop to discourage excessive speeding and/or traffic infiltration on neighbourhood streets, which are the most common traffic complaints received by Town Council and staff. While appropriate in some instances, all-way stop control is generally not intended for this purpose.

Ontario Traffic Manual (OTM) *Book 5 (Regulatory Signs)*⁴ provides guidance on the use of regulatory traffic controls, signs, and pavement markings. OTM Book 5 states the purpose of a stop sign is to clearly assign right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted or not yet installed. All-way stop control should not be used:

- ▶ Where the protection of pedestrians, particularly school children, is a prime concern. This can usually be addressed by other means;
- ▶ As a speed control device; and/or
- ▶ As a means of deterring the movement of through traffic in a residential area.

Using all-way stops indiscriminately can lead to increased driver delay and frustration, greater speeding between intersections, and/or reduced compliance with the all-way stop control. Even when warranted, all-way stops can increase the risk of certain collisions, most notably rear-end crashes.

The Town uses warrants to determine where all-way stop control is required. These warrants consider vehicle and pedestrian volumes, vehicle split (percent of vehicles on the major street versus the minor street) as well as collision history.

On this basis, the Town will not consider all-way stop control as a traffic calming measure within the context of this protocol.

Speed Reduction and Movement Restriction Signs

Regulatory signs intended to reduce vehicle speeds (i.e. speed limits, Community Safety Zones) or restrict movement (i.e. turn prohibitions, one-way) often require enforcement to ensure driver compliance and effectiveness. For this reason, the *Canadian Guide to Traffic Calming* recommends using these signs only to supplement and reinforce desired driver behaviour and not as traffic calming measures on their own.

⁴ Ministry of Transportation, Ontario. *Ontario Traffic Manual Book 5: Regulatory Signs*. March 2000.

On this basis, the Town will not endorse speed reduction and movement restriction regulatory signs as traffic calming measures in the context of this protocol.

1.6 Traffic Calming Process

1.6.1 Installation of Measures

The following details the three-stage process for considering traffic calming requests in the Town of Saugeen Shores. The process involves both community engagement and technical evaluation tasks.

Stage 1 – Preliminary Assessment

Step 1 – Traffic Calming Request

Residents with neighbourhood traffic concerns will submit their written request for traffic calming to the Town. Requests for traffic calming can also be made by Town Councillors on behalf of their constituents.

Step 2 – Initial Screening

Town staff will conduct an initial screening of the request to determine if the subject street satisfies the basic thresholds for a Traffic Calming Plan. Eligible locations will meet the following criteria:

- ▶ **Previously Requested or Removed** – The Town has not received a request for traffic calming or removed measures on the subject street within the previous three years. If so, the request will be denied, and no further assessment will be undertaken;
- ▶ **Roadway Classification** – The subject street must be designated as a Local Road or Collector Road on Schedule B – Transportation Plan with Trails of the Town of Saugeen Shores Official Plan;
- ▶ **Posted Speed Limit** – The posted speed limit on the subject street must be 50 km/h or less;
- ▶ **Segment Length** – The distance between stop-controlled intersections along the subject street must be at least 200 metres;
- ▶ **Grade** – The roadway grade along the subject street must not exceed 8% at any location; and

Plus, one of:

- ▶ **Operating Speed** – The 85th percentile operating speed measured on the subject street is above the posted speed limit by more than 5 km/h for Local Roads or 10 km/h for Collector Roads; or
- ▶ **Cut-Through Traffic** – The volume of non-local traffic exceeds 30% on Local Roads.

Requests that do not satisfy the minimum criteria will be denied.

After completing the initial screening, Town staff will inform the original requester of the findings.

Stage 2 – Detailed Evaluation

Step 3 – Prioritization Scoring

Requests that satisfy the initial screening will undergo a more detailed evaluation to confirm the subject street qualifies for a Traffic Calming Plan and determine its priority among other eligible locations. The screening is based on the following seven criteria:

- ▶ Collision history;
- ▶ Operating speeds;
- ▶ Traffic volumes;
- ▶ Presence of pedestrian generators;
- ▶ Presence of sidewalks;
- ▶ Presence of cycling facilities; and
- ▶ Percentage of adjacent residential land use.

Scores are assigned to each evaluation criterion per the matrix in **Table 1.2** to a maximum of 60 points (for criteria other than pedestrian generators). The subject street must achieve a **minimum score of 30 points** to be considered for a Traffic Calming Plan. Locations not attaining the minimum score may be considered for more passive traffic calming measures such as enforcement.

Step 4 – Household Survey

If the subject street is deemed eligible for a Traffic Calming Plan, Town staff will confirm support from affected households through a survey. Each household within the study area will be provided one ballot regardless of the number of residents. The study area will comprise:

- ▶ For Local Roads, all households with direct frontage onto the subject street; and
- ▶ For Collector Roads, all households with driveway access onto the subject street plus all households on Local Roads serviced by the subject street. Households on surrounding roads that may be directly impacted by potential traffic diversion from the subject street may also be included.

A minimum response rate of 25% of eligible households within the study area is required with a minimum of 51% of respondents in favour of implementing a Traffic Calming Plan. If resident support is not attained, the request will be denied regardless of the prioritization score.

After completing the household survey, Town staff will inform the study area households of the findings.

TABLE 1.2: EVALUATION CRITERIA FOR TRAFFIC CALMING

Criteria	Scoring	Maximum Points
Collision History	5 points for each qualifying collision	20
Operating Speeds	1 point for each 1 km/h above the posted speed limit plus 1 point for each 1% of vehicles 15 km/h above posted speed limit	25
Traffic Volumes ¹	1 point for each 50 vehicles above threshold of: ▶ 900 vehicles per day for Local Roads ▶ 2,000 vehicles per day for Collector Roads	20
Pedestrian Generators	5 points for each school or park within the study area or with direct frontage onto the subject street	n/a
Pedestrian Facilities	5 points if there are no sidewalks on the subject street	5
Bicycle Facilities	5 points if designated bicycle facilities are present on the subject street	5
Adjacent Land Uses	1 point for each 20% of the subject street zoned residential	5
Maximum Score (excluding Pedestrian Generators)		60

1. Two-way average daily traffic volumes recorded over a 24-hour period

Stage 3 – Plan and Implementation

Step 5 – Capital Budget Approval

Town staff will prepare the list of implementation locations for the following year based on the prioritization scores and develop high-level cost estimates consistent with the available Capital Budget allotment for traffic calming installations. The list will be forwarded to Council for approval.

Step 6 – Design, Approval, and Implementation

Once Council endorses the projects in principle and establishes the program budget, Town staff will prepare preliminary design alternatives based on the list of applicable measures contained in **Table 1.1**. The Town will engage residents on the design alternatives through a two-stage consultation process:

- ▶ **Stage One:** Present the preliminary design alternative(s) to the public and stakeholders and invite comments; and
- ▶ **Stage Two:** After incorporating feedback received, present the final design alternative(s) to the public and stakeholders.

The recommended final design will be presented to Council for approval before being tendered, implemented, and evaluated.

Step 7 – Evaluation and Monitoring

Town staff will monitor the subject street(s) to determine the effectiveness of the Traffic Calming Plan and its impact on the surrounding road network. The scope of the studies carried out as part of post-installation evaluation(s) should be consistent with the investigations completed prior to installation. Such investigations may include speed surveys, determination of traffic diverting to adjacent streets, or overall changes in traffic volumes.

Every attempt should be made to avoid transferring traffic from the subject street onto adjacent roadways. If post-installation evaluation studies indicate traffic volumes have increased by 15% or more (with a minimum of 150 vehicles) on a parallel or adjacent street due to the traffic calming measures, the Town will explore corrective action to remedy the situation and/or lessen the impact.

1.6.2 Removal of Measures

Traffic calming measures may be removed at the request of the neighbourhood if majority support exists amongst those residents directly fronting the subject street. The Traffic Calming Plan must remain installed for at least three years before the removal process can be initiated. If the measures are removed, the Town will wait at least three years before considering a new request for traffic calming.

If the Town receives a request to remove one traffic calming measure within the overall Traffic Calming Plan, all measures may be considered for removal. While it may be possible in certain circumstances to remove only one measure, in most cases the entire plan will need to remain to be effective.

The Town reserves the right to remove traffic calming measures if it determines their installation is ineffective or unsafe, or if they have created unintended consequences that cannot be corrected. This may include diversion of traffic onto a parallel or adjacent Local or Collector Road rather than onto the Arterial Road network. The Town will notify affected residents by mail and advertise in local newspapers and its website about the decision to remove traffic calming measures.

2 Speed Limit Modification Policy

2.1 Purpose

This policy is intended to aid the Town in establishing consistent, enforceable, and safe speed limits on roads within the municipality where a deviation from the uniform posted speed limit is being contemplated. Separate guidance is provided for setting speed limits on urban and rural roads given their different characteristics and conditions.

The **Speed Limit Modification Policy** is based on the methodology set out in the Transportation Association of Canada (TAC) *Canadian Guidelines for Establishing Posted Speed Limits*⁵. The recommended practices contained in the guidebook should be applied with sound engineering judgment in determining appropriate posted speed limits.

2.2 Background

2.2.1 Overview

Speed regulations aid motorists in selecting operating speeds that are safe for the prevailing conditions. The maximum safe speed at any location will vary as road geometry, traffic demands, and road environment change.

The selection of a posted speed limit for a specific location must take into consideration legislative regulations, public recognition and understanding, ease of implementation, capital and maintenance costs, and adherence to recognized engineering standards and practices. In Ontario, speed regulations are primarily defined in the *Highway Traffic Act* (HTA). Section 128. (1) of the HTA states:

No person shall drive a motor vehicle at a rate of speed greater than,

- (a) *50 kilometres per hour on a highway within a local municipality or within a built-up area;*
- (b) *despite clause (a), 80 kilometres per hour on a highway, not within a built-up area, that is within a local municipality that had the status of a township on December 31, 2002 and, but for the enactment of the Municipal Act, 2001, would have had the status of a township on January 1, 2003, if the municipality is prescribed by regulation;*

These provisions are commonly known as the urban and rural statutory speed limits, respectively.

The provincial government amended the HTA as part of the *Safer School Zones Act, 2017* to allow municipalities to designate an entire area with a

⁵ Transportation Association of Canada. *Canadian Guidelines for Establishing Posted Speed Limits*. December 2009.

posted speed limit lower than 50 km/h in built-up areas. Prior to this amendment, speed limit signs had to be posted for the complete length of each roadway with a reduced speed limit. But now, a municipality can post Gateway Speed Limit Signs at all entrance and exit points to the designated area and all streets that fall within the posted area assume the same speed limit. Consistent with this provision, the Town has adopted a uniform speed limit in Port Elgin and Southampton of 40 km/h on residential Local and Collector Roads and 30 km/h on roads within school zones and character streets in the urban beachfront areas (Cottage Streets).

Outside the built-up areas, the rural statutory speed limit of 80 km/h applies to roads without posted speed limits. The Town has implemented lower speed limits in select locations to address site specific concerns.

2.2.2 Network Considerations

The Town of Saugeen Shores Official Plan defines a road classification system consisting of Arterial, Collector and Local Roads. The Town is also responsible for several public lanes not designated on Schedule 'B' – Transportation Plan with Trails of the Official Plan.

The classification criteria in the Official Plan have been used to categorize the various types of roadways by their function in terms of providing mobility and land access. Higher order Arterial Roads are planned to provide capacity and mobility (including higher operating speeds) to serve their primary function of traffic movement and thereby reduce the likelihood of traffic infiltration through lower order roads. Urban Local and Collector Roads are expected to operate at a lower speed as their role is less on traffic movement and more on providing access to adjacent lands compatible with their community surroundings. This approach is consistent with the Town's uniform speed limit policy in the built-up areas.

2.3 Recommended Policy

The Town should adopt and apply the Speed Limit Modification Policy in assessing and implementing appropriate speed limits. The Town should apply the TAC *Canadian Guidelines for Establishing Posted Speed Limits* when considering modifications.

The following guidance will also apply in setting speed limits on Town roads. **Attachment A** provides a checklist supporting the policy:

2.3.1 Urban Areas

The Town should consider deviating from the uniform posted speed limit on road sections within the Settlement Areas designated on Schedule A of the Town of Saugeen Shores Official Plan:

- ▶ For all Arterial Roads and the Local and Collector Roads within non-residential areas;

- ▶ With unfavourable geometric characteristics contributing to road elements with design speeds of 60 km/h or less (e.g., sight distance, horizontal or vertical curvature). The speed limit shall be set at or below the speed indicated by the geometric restriction;
- ▶ With unprotected shared use pathways or cycling route, where the Town may consider a speed limit reduction of 10 km/h.

Transitions between one speed limit and another should be no less than 500 m apart for Arterial Roads and 250 m apart for Local and Collector Roads.

2.3.2 Rural Areas

The Town should maintain the statutory 80 km/h speed limit on all roads outside the Settlement Areas designated on Schedule A of the Town of Saugeen Shores Official Plan. Reduced speed limits may be considered for road sections:

- ▶ Adjacent to a designated school zone. The differential between speed limits should not exceed 20 km/h. For example, the speed limit may be reduced to 60 km/h in the vicinity of the school in an 80 km/h zone;
- ▶ With unfavourable geometric characteristics contributing to road elements with design speeds of 90 km/h or less (e.g., sight distance, horizontal or vertical curvature). The speed limit shall be set at or below the speed indicated by the geometric restriction; and/or
- ▶ Where Town roads are within the area of influence (1.5 km) of a Bruce County road with lower or higher posted speeds. The Town may consider increasing or decreasing the speed limit by 10 km/h on the Town road, bringing the posted speed closer to the County road.

Transitions between one speed limit and another should be no less than 1.0 km apart for Arterial Roads and 500 m for Local and Collector Roads. The differential between speed limits within the transition should be no greater than 20 km/h.

Whenever possible, design speed should exceed the posted speed limit by 20 km/h.

ATTACHMENT A

CHECKLIST FOR SETTING SPEED LIMITS

The following checklist is to be used in conjunction with the Speed Limit Modification Policy when considering changes to the speed limit of a road in Saugeen Shores.

Location of Road: _____

Date Inquiry Received: _____

Date Inquiry Completed: _____

Name of Reviewer: _____

Road Type: Urban ☐ Rural ☐

Urban Areas

The following table details the justifications for modifying speed limits on roads in urban areas. Please check the criteria that apply to the road section being examined.

Justifications for Modifying Speed Limits on Roads in Urban Areas

Condition	Modification	Met?
Road designated in the Official Plan as an Arterial Road or Local or Collector Road within a non-residential area	Consider increasing the speed limit to 50 km/h. Apply the TAC <i>Canadian Guidelines for Establishing Posted Speed Limits.</i>	☐
Geometric characteristics that contribute to road elements with design speeds of 60 km/h or less (e.g., sight distance, horizontal or vertical curvature)	Consider reducing the speed limit to 40 km/h. Apply the TAC <i>Canadian Guidelines for Establishing Posted Speed Limits.</i>	☐
Adjacent to unprotected shared use pathway or cycling route	Consider reducing the speed limit by 10 km/h.	☐

Transitions between one speed limit and another should be no less than 500 m apart for Arterial Roads and 250 m apart for Local and Collector Roads.

If a condition(s) is met, move to the Recommended Speed Limit section below. If no conditions are met, then no changes to the speed limit are justified.

Recommended Speed Limit

20 km/h ☐ 30 km/h ☐ 40 km/h ☐ 50 km/h ☐

Rural Roads

The following table details the justifications for modifying speed limits on roads in rural areas. Please check the criteria that apply to the road section being examined.

Justifications for Modifying Speed Limits on Roads in Rural Areas

Condition	Modification	Met?
Designated school zone	Consider reducing the speed limit. The differential between speed limits should not exceed 20 km/h.	☐
Geometric characteristics that contribute to road elements with design speeds of 90 km/h or less (e.g., sight distance, horizontal or vertical curvature)	Consider reducing the speed limit to 60 km/h (or less). Apply the <i>TAC Canadian Guidelines for Establishing Posted Speed Limits</i> .	☐
Where Town roads are within the area of influence (1.5 km) of a Bruce County road with lower or higher posted speeds.	Consider increasing or reducing the speed limit by 10 km/h on the Town road, bringing the posted speed closer to the County road.	☐

Transitions between one speed limit and another should be no less than 1.0 km apart for Arterial Roads and 500 m for Local and Collector Roads. The differential between speed limits within the transition should be no greater than 20 km/h.

Whenever possible, design speed should exceed the posted speed limit by 20 km/h.

If a condition(s) is met, move to the Recommended Speed Limit section below. If no conditions are met, then no changes to the speed limit are justified.

Recommended Speed Limit

40 km/h ☐ 50 km/h ☐ 60 km/h ☐ 70 km/h ☐
 80 km/h ☐

3 Roundabout Feasibility Policy

3.1 Purpose

This policy is intended to aid the Town in assessing intersections for potential roundabout implementation. The guidance should be applied whenever the Town is reviewing or considering intersection traffic control for:

- ▶ Existing locations where a traffic control upgrade is warranted, capital improvements are being considered, or safety or capacity issues have been identified; or
- ▶ New development areas where a new intersection is planned on: an Arterial and/or Collector Road that warrants or may warrant traffic control signals or all-way stop control; and a local road where traffic calming or development staging is required.

3.2 Background

Roundabouts are becoming a more prominent form of intersection traffic control in Canada. A type of circular intersection, vehicles entering a roundabout must yield to traffic circulating counter clockwise around the central island, minimizing potential conflict points, and reducing vehicle speeds. The Town currently has two roundabouts on Devonshire Road at Bruce Street and Waterloo Street in Port Elgin.

Roundabouts have been proven to reduce the frequency and severity of collisions when compared to stop controlled and signalized intersections due to fewer conflict points, lower entering and circulating speeds and deflection on entry. They also often operate with lower delays and shorter queues than other forms of intersection control at lower traffic volumes.

From an access management perspective, roundabouts can be used to facilitate safer and more efficient turning movements at intersections and driveways, provided access is not permitted directly into the circulatory roadway. Roundabouts also provide U-turn opportunities at safer locations, eliminating the need for more difficult midblock left-turns and the number of full movement access points along a roadway corridor.

The Transportation Association of Canada (TAC) *Canadian Roundabout Design Guide*⁶ provides information and guidance related to the planning, design, construction, operation, maintenance, and safety of roundabouts in Canada. The guidebook describes three basic types of roundabouts recommended for use in Canada:

- ▶ **Mini-Roundabouts** – Small in size and characterized by a fully traversable central island and splitter islands to allow large vehicles to

⁶ Transportation Association of Canada. *Canadian Roundabout Design Guide*. January 2017.

manoeuvre through the intersection without travelling around the island. Distinct from neighbourhood traffic circles because of the splitter islands, mini-roundabouts are commonly used in low-speed urban environments and locations where roadway right-of-way constraints cannot accommodate a typical single-lane roundabout;

- ▶ **Single Lane Roundabouts** – Characterized by single lane entries and one circulatory lane. When compared to a mini-roundabout, the central island diameter is much larger and the island is non-traversable. The overall size of the roundabout is dependent on the design vehicle chosen. The geometric design often includes a non-traversable central island with a mountable truck apron (if required to accommodate the wheel tracking of large vehicles), raised splitter islands, and crosswalks; and
- ▶ **Multilane Roundabouts** – Characterized by at least one entry with two or more lanes and in some case the roundabouts may have a different number of lanes on one or more approaches. The circulatory roadway is wider to accommodate vehicles operating side-by-side and may have higher entry, circulating and exit speeds. The geometric design typically includes a non-traversable central island with mountable truck apron if required, raised splitter islands, and crosswalks.

Since each intersection presents unique opportunities and challenges, it is important to understand the perceived advantages and disadvantages of roundabouts when considering implementation. **Table 3.1** summarizes the advantages and disadvantages of roundabouts.

3.3 Recommended Policy

The Town should adopt and apply this Roundabout Feasibility Policy when considering locations for potential roundabout implementation. The **Roundabout Screening Tool** in **Attachment B** should be applied when assessing the feasibility of implementing a roundabout at a specific intersection in comparison to other appropriate forms of traffic control or road improvements, including auxiliary lanes, traffic control signals, all-way stop, etc. This tool is intended to assist the Town in deciding whether to undertake a more detailed Intersection Control Study to confirm the merit of a roundabout installation. Use of the screening tool should be supplemented with the criteria and guidance provided in the TAC *Canadian Roundabout Design Guide*.

TABLE 3.1: ADVANTAGES AND DISADVANTAGES OF ROUNDABOUTS

Criteria	Consideration
Advantages	
Safety	▶ Reduces frequency and severity of collisions when compared to stop controlled and signalized intersections due to a reduction in: • Conflict Points – All vehicles travel in the same direction, eliminating right-angle and left-turn conflicts, thus decreasing probability of collision. • Entering and Circulating Speed – Geometric design requires vehicles to enter at lower speeds, thus lowering collision severity. • Angle of Impact – Angle of entry into a roundabout is deflected, thus decreasing angle of impact and reducing or eliminating more severe right-angle and head-on collisions.
Operational	▶ Operates with lower delays and shorter queues than other forms of intersection control. ▶ Low vehicle speeds also facilitate improved gap acceptance resulting in higher operational capacity.
Traffic Management	▶ Geometric design influences the driver to moderate vehicle speeds in a more natural way compared to abrupt stopping and starting caused by other traffic control devices. ▶ Effective as gateway treatments, as they convey a change in environment between rural and urban areas and encourage traffic to slow down.
Access	▶ Facilitates safer and more efficient turning movements at intersections and driveways, provided access is not permitted directly into the circulatory roadway. ▶ Provides U-turn opportunities at safer locations, eliminating the need for more difficult midblock left-turns and the number of full movement access points along a roadway corridor.
Environmental Sustainability	▶ Reduces fuel consumption and vehicle emissions by reducing delays and idling time. ▶ Consumes less energy than traffic signals and require little maintenance. ▶ Overall minimizes carbon footprint, enhances sustainability, and reduces life-cycle costs of operation.
Aesthetics	▶ Provides the potential for landscaping opportunities within the centre island to create a sense of place within the community or as a gateway feature to enhance and define a community.
Economic	▶ Requires less maintenance than traffic control signals, offers time and fuel savings to users, provides societal cost savings through less severe and fewer collisions, and alleviates the need for auxiliary turn lanes.

TABLE 3.1: ADVANTAGES AND DISADVANTAGES OF ROUNDABOUTS

Criteria	Consideration
Disadvantages	
Spatial Requirements	Requires more property beyond the limits of a typical road allowance (because of their shape) compared to a conventional stop-controlled or signalized intersection.
Construction Costs	Higher initial construction costs due to a larger intersection footprint, complexity in traffic management, the need to build the ultimate configuration, greater property acquisition and degree of landscaping.
Constructability	Retrofitting to install a roundabout may require a longer construction period and present greater complexity for traffic management and construction staging.
Operational	- Approach volumes and traffic patterns may adversely influence roundabout capacity. There may be operational challenges for roundabouts with unequal approach volumes. - Increased delays when located along a corridor with traffic signal progression as they interrupt flow and coordinated timing.
Accessibility	- May be more challenging to accommodate pedestrians with vision impairment or mobility challenges. - Large roundabouts can create discomfort for cyclists while in the circulatory roadway or significant delay if they are directed to a multi-use path around the circumference.
Public Education	In communities where roundabouts are not a common form of intersection control, new installations may require public education and outreach prior to implementation.

ATTACHMENT B

ROUNABOUT SCREENING TOOL

The Roundabout Screening Tool can be applied when assessing the feasibility of implementing a roundabout at a specific intersection in comparison to other appropriate forms of traffic control or road improvements, including auxiliary lanes, traffic control signals, all-way stop, etc. This tool, based on the Region of Waterloo Roundabout Feasibility Initial Screening Process, is intended to assist the Town in deciding whether to undertake a more detailed Intersection Control Study to confirm the merit of a roundabout installation.

1. Project Name/File Number

2. Intersection Location – Street/road names, distances from major intersections, etc.

3. Brief Description of Intersection – Number of legs, lanes on each leg, total AADT, AADT on each road, etc. Attach or sketch diagram showing existing and horizon year turning movements.

4. Are there any operational problems currently being experienced at this location?

- 5. Is it a new intersection or is it a retrofit of an existing intersection? If existing, what is the existing traffic control?**

- 6. Is the intersection in the vicinity of a railroad crossing or another intersection? If so, how close and what type of traffic control exists at the adjacent intersection? Will queues be a problem if they form?**

- 7. Is the intersection located within a corridor that is scheduled for improvements in the Capital Program? What are the ultimate cross-sections of the approach roads?**

- 8. If existing, what is the collision history of the intersection over the past five years? Is there a collision problem that needs to be addressed?**

- 9. Are persons with disabilities frequent users of this intersection?**

10. What traditional road improvements are proposed for this intersection? –
(e.g. traffic signals, all-way stop, auxiliary lanes, etc.). Please attach a sketch of
the traditional road improvements.

**11. If traffic control signals are being considered, are warrants met for the
horizon year?**

12. What size of roundabout should be considered for this intersection?

Estimate the 20-Year Life Cycle Cost:

10-Year AADT: _____

Injury Collision Cost (ICC)¹: _____

Discount Rate (i): _____

20-Year Life Cycle Cost Comparison:

Cost Item	Other Traffic Control	Roundabout
Implementation Cost ²	\$	\$
Injury Collision Cost (Present Value) ³	\$	\$
Total Life Cycle Cost	\$	\$

Notes:

1. Follow the procedures documented in the *Highway Safety Manual* to estimate the ICC.
2. Implementation Cost = Sum of costs for construction, property, utility relocations, illumination, engineering (20%), contingency (20%) and maintenance (5%)
3. Present Value of 20 Year Injury Collision Cost = Expected annual collision frequency x ICC $((1 + i)^{20} - 1) / i(1 + i)^{20}$

Conclusions and Recommendations

4 Sidewalk Prioritization Policy

4.1 Purpose

This policy is intended to aid the Town in prioritizing upgrades and improvements to sidewalks in existing and potential future settlement areas.

4.2 Background

4.2.1 Overview

The Town of Saugeen Shores Official Plan encourages walking as a sustainable, energy efficient, affordable, and accessible form of travel, and provides actions to achieve this goal. Unfortunately, many roads within the Town lack pedestrian facilities on one or both sides, creating pedestrian connectivity issues. As well, in some locations, existing sidewalks do not meet accessibility and mobility needs of residents.

The Town has limited funds available for construction of sidewalk upgrades and improvements in most years. A policy is needed to identify and prioritize improvements so funding can be allocated accordingly.

4.2.2 Review of Current and Best Practice

The Town does not currently have a policy for prioritizing existing sidewalk upgrades and improvements.

Sidewalk prioritization policies from other North American municipalities and applicable reference documents were reviewed to assess current best practice and identify relevant features to include in the Town's guidance. The research indicated other jurisdictions tend to prioritize future sidewalk development based on the following criteria, plus the overall objective of addressing small gaps in the sidewalk network:

- ▶ Roadway classification (i.e. arterial, collector, local) – Arterial and collector roads should have sidewalks on both sides, while local roadways should have sidewalks on at least one side;
- ▶ Length of road;
- ▶ Traffic volumes;
- ▶ Speed limit;
- ▶ Number of dwellings served; and
- ▶ Proximity to schools, parks, churches, and recreational and commercial establishments.

4.3 Recommended Policy

The Town should consider providing an annual budget to dedicated to filling in gaps and expanding the pedestrian network on a continual basis. This Sidewalk Prioritization Policy is intended to aid the municipality in selecting and ordering identified rehabilitation, infill, and new sidewalk construction projects within available funding. The recommended policy aligns with the objectives identified in the Transportation Master Plan and the Town of Saugeen Shores Official Plan and relies on readily available data.

The prioritization method involves assigning a point score to the criteria outlined in **Table 4.1**, generally grouped into the following categories:

- ▶ Existing sidewalk condition;
- ▶ *Accessibility for Ontarians with Disabilities Act* (AODA) requirements;
- ▶ Conformity with the Transportation Master Plan;
- ▶ Land use and connectivity;
- ▶ Road characteristics;
- ▶ Public support; and
- ▶ Constructability and cost.

The total score for each sidewalk segment, calculated by summing the individual criteria points, provides the basis for ranking, with projects exhibiting the highest scores given top priority. Pedestrian safety and accessibility are given higher weights in the evaluation matrix.

Table 4.2 summaries the criteria and point scoring system for prioritizing existing sidewalk upgrades and improvements. The table also indicates the anticipated source of data for the assessment.

The maximum score based on this methodology is 105. In the event of a tied score between initiatives, priority should be given to the lower cost project as it would create more benefit per dollar spent. When project costs are similar, priority should be given to the segment that best serves more vulnerable users such as seniors and children.

The Town should incorporate the recommendations of the prioritization process into its long-range capital plan.

The Town should maintain a consistent schedule of assessing sidewalks for upgrades and improvements. This assessment can be undertaken completed by mid-June each year in preparation for annual budgeting.

TABLE 4.1: PRIORITIZATION CRITERIA FOR SIDEWALKS

Criteria	Sub-Criteria	Guidelines
Existing Sidewalk Condition	Surface, Curb, and Boulevard Condition	▶ Examine existing sidewalk for cracks and uneven surface and consider whether it could impede pedestrian movement. ▶ Unmaintained or narrow boulevard could impact the comfort and safety of all road users.
AODA Requirements	Sidewalk Width	▶ 1.5 metre minimum, 1.8 metre recommended
	Slope	▶ Should not exceed the running slope of the adjacent roadway, nor should the sidewalks cross-slope exceed 1:20.
	Curb Ramps or Depressions	▶ 1.2 metre minimum clear width and 1:8 maximum running slope for curb ramps. ▶ Depressed curbs should align with the direction of travel and have a maximum running slope of 1:20.
Transportation Master Plan Conformity	Conformity to Plan Recommendations and Actions	▶ Review for conformance with to the Town of Saugeen Shores Transportation Master Plan (2020) Map 5 – Proposed Pedestrian Network.
Land Use and Connectivity	Proximity to Pedestrian Trip Generators	▶ Priority to locations with greater pedestrian trip generation. ▶ Proximity to trip generators is generally considered 400 to 1500 metres.
	Provides Connection to One or More Public Facilities or School Zones	▶ In school zones, consider designated walking zones, number of walkers and impact on bus needs in consultation with the school boards and transportation providers.
	Provides Connection to Transit Facility	▶ Consider roads that are bus routes and/or proximity to stops/stations.
	Connectivity to the Sidewalk/Trail Network	▶ Consider proximity to existing trails or sidewalks. ▶ Priority to roads without sidewalks on either side of the road.
	Evidence of Pedestrian Use	▶ Beaten paths along roads can identify existing pedestrian demand.

TABLE 4.1: PRIORITIZATION CRITERIA FOR SIDEWALKS

Criteria	Sub-Criteria	Guidelines
Road Characteristics	Road Classification	▶ Priority to arterial roads with four or more lanes compared to smaller arterial, collector or local roads.
	Posted Speed Limit	▶ Priority to roads with higher posted speeds.
	Average Annual Daily Traffic (AADT)	▶ Priority to roads with higher AADT.
Public Support	Public Support	▶ Priority based on the number of resident requests for sidewalk improvements within the preceding year.
Constructability and Cost	Constructability	▶ Factors include available right-of-way, existing curb and gutter, utility relocation and impact to sensitive environmental features.
	Cost	▶ Priority based on estimated cost. ▶ Consider factors such as need/complexity of the design and availability of third-party funding.

TABLE 4.2: PRIORITIZATION RANKING FOR SIDEWALKS

Criteria	Sub-Criteria	Description	Point Allocation (105 maximum)			Data
Existing Sidewalk Condition (30 points)	Surface, Curb and Boulevard Condition	Assign points based on the overall condition of the sidewalk surface and curb. Sidewalks in worse condition will receive higher points.	Good	New or recently constructed, occasional cracks but no significant decay. No missing or broken bays, trip ledges, spalling, heaving, and stepping, presence of ponding, or damage by tree roots. Wide boulevard width.	0	Site visit and survey
			Fair	Some cracks and weathering, uneven in places. Some presence of broken bays, trip ledges, spalling, heaving, and stepping, ponding, and damage by tree roots. Sufficient boulevard width.	15	
			Poor	Heavily cracked and uneven. Considerable presence of broken bays, trip ledges, spalling, heaving, and stepping, ponding, and damage by tree roots. Insufficient or no boulevard width.	30	
	Sidewalk Width		Width < 1.5 m		10	

TABLE 4.2: PRIORITIZATION RANKING FOR SIDEWALKS

Criteria	Sub-Criteria	Description	Point Allocation (105 maximum)		Data
AODA Requirements (20 points)		Assign points to sidewalks that are less than 1.8 metres wide. An even greater number of points if the width is less than 1.5 metres.	1.5 m < Width < 1.8 m	5	GIS mapping, aerial photography, site visit
			Width ≥ 1.8 m	0	
	Slope	AODA requirements state the slope of a sidewalk should not exceed that of the adjacent roadway. And that the cross-slope should not exceed 1:20. Assign points if the sidewalk does not meet AODO requirements.	5 points		Topographical survey, site visit, AODA Design of Public Spaces Standards
	Curb Ramps or Depressions	Assign points if sidewalk does not have curb ramps or depressions that meet AODA standards. Assign points if Tactile Walking Surface Indicators are not present.	Curb ramps or depressions do not meet AODA standards	3	Aerial photography, site visit, AODA Design of Public Spaces Standards
			No Tactile Walking Surface Indicators	2	
Transportation Master Plan Conformity (10 points)	Conformity to Plan Recommendations and Actions	Assign points if the sidewalk is identified as a candidate for improvement in the plan.	10 points		2020 TMP
		Assign points for each facility based on the walk	Walk Score > 50	5	www.walkscore.com
			Walk Score between 0 and 50	3	

TABLE 4.2: PRIORITIZATION RANKING FOR SIDEWALKS

Criteria	Sub-Criteria	Description	Point Allocation (105 maximum)		Data
Land Use and Connectivity (15 points)	Proximity to Pedestrian Trip Generators	score measurement. The website analyzes proximity to certain amenities within walking distance.	Walk Score n/a	0	
	Located Within a Future Residential or Commercial Area	Assign points if the sidewalk is within a potential future residential or commercial area as defined in the OP.	5 points		Town Official Plan Land Use Designations Schedule
	Located Close to Vulnerable Users, Such as School Zones, Hospitals, and Retirement Homes	Assign points if the sidewalk is within the designed walking zone of an elementary or secondary school as identified by the school board and within 400 metres of a hospital or senior's centre.	5 points		School board student transportation information, location of hospital and senior's centres
Road Characteristics (10 points)	No Sidewalks on Either Side of Road	Assign points if there is currently a sidewalk on only one side of the road or no sidewalk.	3 points		GIS mapping
	Number of Lanes	Assign points based on the number of travel lanes. More points awarded to wider roads.	4 Lanes or greater	2	GIS mapping
			2 lanes	1	
			Cul-de-sac/dead end	0	
	Posted Speed Limit	Assign points based on the posted speed limit.	70 km/h or higher	3	GIS mapping
			60 km/h	2	

TABLE 4.2: PRIORITIZATION RANKING FOR SIDEWALKS

Criteria	Sub-Criteria	Description	Point Allocation (105 maximum)		Data
Public Support (10 points)		More points awarded to roads with higher posted speed limits.	50 km/h	1	
			Less than 50 km/h	0	
	Average Annual Daily Traffic (AADT)	Assign points to roads with greater AADT.	Greater than 4,000	2	Traffic counts
			2,000 – 4,000	1	
			Less than 2,000	0	
	Number of Requests	Assign points based on the number of requests received from the public in the preceding year.	More than 10 requests	10	Town public comments
			5 – 10 requests	5	
			1 – 5 requests	3	
Constructability and Cost (10 points)	Available Right-of-way	Assign points if there is sufficient right-of-way or road platform to widen the sidewalk to 1.8 metres without additional property or significant changes to the road cross-section.	3 points		GIS mapping
	Utility Impacts	Assign points if there are no impacts to existing utilities that would need to be relocated for sidewalk improvements.	2 points		GIS mapping, aerial photography, site visit
	Impacts to Sensitive Environmental Features	Assign points if there are no impacts to sensitive environmental features.	3 points		GIS mapping, aerial photography, site visit
	Other Municipal Road/Service Improvements	Assign points if the sidewalk upgrades can be incorporated into	2 points		Town/County Capital Works Plan

TABLE 4.2: PRIORITIZATION RANKING FOR SIDEWALKS

Criteria	Sub-Criteria	Description	Point Allocation (105 maximum)	Data
		another planned road/service project.		
	Cost	Consider cost in the priority table for problem selection and budgeting purposes	Not applicable	Cost estimate based on length, typical width and other features needed



TOWN OF SAUGEEN SHORES

Transportation Master Plan



Appendix C – Transportation Impact Assessment Guidelines



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1 Introduction

1.1 Overview

A Transportation Impact Assessment (TIA) assesses the potential effects of travel demand generated by a proposed development on the transportation system and identifies improvement measures to mitigate anticipated impacts. These technical studies serve an important role in the development review and approval process and support the Town of Saugeen Shores' goal of promoting a high quality, efficient, safe, and integrated transportation network.

A TIA helps the Town evaluate the merits and implications of a proposed development from a transportation perspective. The Town will review the study to assess whether:

- ▶ The proposed development can be well-integrated with the existing and planned transportation networks;
- ▶ The transportation system can function safely and efficiently with the proposed development, after considering, if necessary, improvement measures to be secured/identified in conjunction with the proposal; and
- ▶ The proposed development can be phased, if necessary, to coincide with the implementation of the identified improvement measures, thereby ensuring transportation supply and demand are balanced over time.

1.2 Purpose and Applicability

The Town of Saugeen Shores has prepared these **Transportation Impact Assessment Guidelines** to outline the process and structure for preparing a TIA. By following these guidelines, the TIA will evaluate the effects of a proposed development on the transportation system in a rational manner and utilize assumptions consistent with the Town's accepted methodologies.

This document outlines general guidelines for the preparation of a TIA for submission to the Town. There may be instances where the guidelines and typical study assumptions may not be applicable to certain locations or specific types of developments. It should be recognized that the purpose of this document, as noted above, is to provide a framework for the preparation of a TIA and shall not be substituted for good transportation engineering judgement.

1.3 Pre-Consultation and Qualifications

Prior to commencing work, transportation consultants are strongly encouraged to contact the Town (by e-mail) to confirm the need for a TIA (per **Section 2.1**) and if required, establish data requirements, analysis

assumptions and the scope of work (see **Table 2.2**). Consulting with the municipality in advance can help to avoid potential delays and additional work (and cost).

It is the applicant's responsibility to retain a qualified transportation consultant to complete the TIA. Unless explicitly permitted by the Town, the transportation consultant must be a registered Professional Engineer in the Province of Ontario with specific training in transportation planning and traffic engineering and several years of experience related to preparing TIAs.

1.4 Data Collection

The transportation consultant must provide copies of all data assembled for the TIA in digital format. The data required for the TIA may be available from the Town, County and/or MTO. The transportation consultant should contact the applicable agency at project commencement to request available information. If possible, the Town prefers the use of data supplied by agencies to other independent sources.

In many instances, original data collection will be required to update base information (e.g. traffic counts older than two years or other appropriate time period) and/or address data gaps. The applicant will need to gather this information at their own cost. The transportation consultant should confirm the scope and schedule for the data collection program before commencing field studies (preferably during pre-consultation), particularly proposed survey locations, time periods and dates and collection methods.

2 Requirements

2.1 Need to Complete a Transportation Impact Assessment

The Town may request a Transportation Impact Assessment (TIA) with any development application requiring approval pursuant to the *Planning Act*. The need to complete a TIA is assessed based on the following three criteria:

- ▶ Trip Generation of the proposed development;
- ▶ Location of the subject lands, and/or
- ▶ Operational or Safety concerns on the road network.

The initial step in determining the need to complete a TIA is to estimate the anticipated travel demand generated by the proposed development.

Section 3.10 provides guidance on the calculation of site generated traffic volumes (development trips).

Table 2.1 defines the *Trip Generation* thresholds applied in determining the need for a TIA and the type of report required based on the volume of site generated traffic. There are two types of TIAs, which differ based on the required scope of work (see **Table 2.2**):

- ▶ **Traffic Impact Brief and Safety Plan** for developments expected to generate relatively low traffic volumes (typically smaller in size); and
- ▶ **Comprehensive Transportation Impact Study** for developments expected to generate more significant traffic volumes (typically larger in size and more complex).

TABLE 2.1: TRIP GENERATION THRESHOLDS

Volume of Site Generated Traffic (vph – peak hour vehicle trips)		
No Assessment	Traffic Impact Brief and Safety Plan	Comprehensive Transportation Impact Study
0 – 25 vph	25 – 100 vph	> 100 vph

The Town may still require the preparation of a more detailed **Comprehensive Transportation Impact Study** for a proposed development that does not exceed the *Trip Generation* threshold (i.e. generates 100 peak hour vehicle trips or less) but satisfies the **Location** and/or **Operational or Safety** criteria. If either of these criteria are met, a TIA must be prepared to assess access to the subject site and localized operational and/or safety issues.

The *Location* conditions that may trigger a TIA regardless of the number of vehicle trips generated by the proposed development include:

- ▶ Areas designated for more intense development;
- ▶ Potential for changes to intersection traffic control on a Town roadway;
- ▶ Developments with proposed drive-through facilities (to demonstrate adequate queue storage is being provided on-site); or
- ▶ Developments expected to serve as a regional destination (e.g. recreation, commercial or entertainment facility).

The *Operational or Safety* concerns that may trigger a TIA regardless of the number of vehicle trips generated include:

- ▶ Operating speeds of the adjacent roadway exceeding 80 km/h;
- ▶ Limited sight distances;
- ▶ Existing traffic experiencing significant delay, long queues or approaching roadway capacity;
- ▶ Driveway(s) within 200 metres of a signalized intersection;
- ▶ Proposed land use significantly different from existing land use;
- ▶ High percentage of truck traffic;
- ▶ Close to existing entrances that may create turning movement conflicts;
- ▶ Within or close to tapers of additional lanes of traffic; and
- ▶ Close to an existing intersection.

If none of the criteria are met, no TIA is required.

As noted in **Section 1.3**, the applicant is strongly encouraged to confirm the need for and type of TIA with the Town prior to commencing work. The onus is on the applicant to demonstrate that a (more detailed) TIA would not be required if the criteria are met or the Town identifies the need for a report.

2.2 Scope of Work

The Scoping Checklist provided in **Table 2.2** outlines the typical requirements for each type of TIA. **Chapter 3** explains the requirements in greater detail.

TABLE 2.2: TRANSPORTATION IMPACT ASSESSMENT SCOPING CHECKLIST

Report Element	Chapter 3 Reference	Type of TIA	
		Traffic Impact Brief and Safety Plan	Comprehensive Transportation Impact Study ¹
Trip Generation Threshold (Peak Hour Vehicle Trips)		25 – 100	> 100
Executive Summary	3.1		●
Introduction	3.2	●	●
Description of Development	3.3	●	●
Study Area	3.4	●	●
Analysis Periods	3.5	●	●
Existing Transportation Network:	3.6	●	●
Site Visit Observations	3.7	●	●
Horizon Years	3.8		●
Future Background Conditions:	3.9		
Development Trips:	3.10	●	●
Future Total Conditions:	3.11	○	●
Traffic Impact Assessment	3.12	●	●
Safety Analysis	3.13	●	●
Access Review:	3.14	●	●
Site Circulation Review	3.15	●	●
Walking and Cycling Considerations	3.16	●	●
Findings and Recommendations	3.17	●	●

Legend and Notes:

- Required
- May be required (determined on a case-by-case basis)

1 A more detailed Comprehensive Transportation Impact Study may still be required for a proposed development that does not exceed the *Trip Generation* threshold (i.e. generates 100 peak hour person trips or less) but satisfies the *Location* and/or *Operation or Safety* criteria.

As noted in **Section 1.3**, the transportation consultant should confirm the scope of work with the Town before commencing the TIA. Any deviations from the Scoping Checklist provided in **Table 2.2** should be documented and sent to the Town for confirmation in writing (by e-mail). Town staff will be relying on the Scoping Checklist when reviewing the report for completeness. If required elements are not included without a detailed explanation in the document, the submitted TIA may be considered incomplete and returned to the transportation consultant for revision.

2.3 Requirements of Other Jurisdictions

In addition to the requirements outlined herein for preparation and submission of TIAs to the Town of Saugeen Shores, the transportation consultation should also contact Bruce County, adjacent municipalities and/or MTO if the proposed development could impact roads under their respective jurisdictions.

To the extent possible, the Town has based these guidelines on the September 2014 version of the MTO *Transportation Impact Study Guidelines*, recognizing that applicants may be required to submit TIAs to both the Town and the Ministry for certain development proposals.

2.4 Tools and Methods

The Town will accept the following tools and methods for intersection operational analysis:

- ▶ Highway Capacity Software based on the procedures of the *Highway Capacity Manual* (HCM);
- ▶ Synchro software using HCM outputs;
- ▶ Microsimulation software (e.g. Vissim, Paramics, SimTraffic); and
- ▶ Roundabout analysis software (e.g. Rodel, Arcady, Sidra, etc.).

The latest version of the software should be used, where applicable.

All input parameters and assumptions should be clearly documented and confirmed to comply with the Town's standards and current practices.

Appendix A lists typical, recommended input parameters for conducting intersection capacity analysis using Synchro. It should be noted that these parameters may change over time. The transportation consultant should contact the Town and/or check the Town's website to ensure the most current values are being used before commencing analysis.

2.5 Documentation and Reporting

The TIA report will consist of a main document and technical appendices. The appendices should include all assumptions used in the analysis concerning lane configuration/use, pedestrian activity, saturation flows, traffic signal cycle length, phasing and timing, utilization of the inter-green phase

and other relevant parameters. Copies of detailed software output results can be attached for this purpose.

The TIA report should adhere to the structure set out in **Table 2.2**. Following this structure will simplify review, discussion, and communication. Relevant figures, graphs and tables should be placed adjacent to the relevant text.

The applicant shall provide one digital PDF copy of the final TIA report and technical appendices to the Town of Saugeen Shores for review.

The Town reserves the right to request one or more hard copies of the submission and/or the digital files from the analysis at the applicant's expense.

The TIA and all related information submitted to the Town is within the public domain and subject to the provisions of the *Municipal Freedom of Information and Protection of Privacy Act*.

2.6 Revisions, Updates and Lifespan

Should the Town deem the data and/or analyses used in the TIA inadequate, the report may be returned to the transportation consultant for revisions and/or directed for technical (peer) review by an expert appointed by the Town at the applicant's expense. In response, the applicant will be required to:

- ▶ Address any study issues or deficiencies as identified in the Town's review; and
- ▶ Depending on the extent of the review comments from the Town, submit a revised or addendum report identifying how the issues and deficiencies have been or are to be addressed.

Pending receipt and subsequent acceptance of a revised or addendum report, favourable comment on the development proposal will be withheld by the Town. To avoid potential delays and additional work caused by inaccurate or inappropriate data or assumptions, the transportation consultant is strongly encouraged to contact the Town before commencing the TIA.

If the applicant revises the development application prior to receiving approval, the transportation consultant must submit a revised or addendum report updating the transportation analysis based on the new proposal. The transportation consultant should contact the Town prior to commencing the update to (re)confirm the assumptions, scope of work and type of report.

Generally, a TIA will have a "shelf-life" of five years. Major changes within the study area may reduce the "life" of the document if they were not considered in the impact assessment. Where the timing of subsequent development approvals exceeds five years, a new study will generally be required.

3 Report Outline

3.1 Executive Summary

Provide an executive summary outlining the proposed development, including location, statistics, phasing, type of land use(s) and other background information to help the reviewer understand the context of the plan, study/analysis process, key findings and recommendations, and implementation plan for the recommendations.

3.2 Introduction

Include an introduction identifying/describing the applicant, site location with a map or plan, type of application, scope of work and acknowledgement of pre-consultation, with a summary of any comments provided by the Town and other review agencies.

3.3 Description of Development

Provide a suitable scale plan of the proposed development showing structures, parking, access, and site circulation.

Describe the proposed development location and land uses.

Detail the total building size and the size of individual land use components expressed in units related to transportation analysis.

Identify the planned phasing and timing of the proposed development and anticipated dates of full and interim occupancy.

Detailed the proposed access points and type of access.

3.4 Study Area

Describe the study area using a combination of maps, figures, and text, including but not limited to the site location, land use, type of the surroundings and subject development lands. The study area should comprise the existing and proposed access location(s) should extend far enough (within reason) to contain all Town, County, and MTO roads that will be noticeably affected by site generated traffic volumes

3.5 Analysis Periods

Identify the analysis periods based on trip generation characteristics of the proposed land use(s) and existing traffic conditions. Refer to **Table 3.1** for typical peak periods based on type of land use.

TABLE 3.1: TYPICAL PEAK PERIODS FOR ANALYSIS

Type of Land Use	AM Peak	PM Peak	Weekend/ Saturday	Site Specific
Residential (e.g. single family, townhouse, apartments, senior homes)	Yes	Yes	No	No
Commercial (Retail) (e.g. shopping centre, restaurant, specialty store, supermarket)	No	Yes	Yes	No
Employment (e.g. business park, industrial park, office, warehouse)	Yes	Yes	No	No
Institutional (e.g. school, church, banquet hall, community centre)	-	-	-	Yes
Mixed Use (e.g. ground floor retail and apartments above)	Yes	Yes	Yes	No

3.6 Existing Transportation Network

Describe the existing transportation system, including road jurisdiction, road classification, lane configurations, speed limits, intersection configurations, intersection controls, active transportation facilities and restrictions in the study area using a combination of maps, figures, and text.

Summarize existing traffic volumes and turning movements, including pedestrians, cyclists, and heavy vehicles, for intersection(s) and driveway(s) within the study area based on the most recent traffic counts available from the Town, County and MTO. Conduct new counts if necessary (to be confirmed through pre-consultation with the Town).

Prepare figures showing existing traffic volumes for each analysis period.

Analyze and describe existing intersection operations using current signal timing parameters for signalized intersections and summarize the performance results in a table. The summary should include v/c ratios, LOS, average vehicle delays and queue lengths for overall intersection operations and individual critical movements (as appropriate).

Identify potential improvement measures to mitigate any existing operational concerns. Any proposed changes to existing conditions (if necessary) should be documented and approved by the Town before being used in analysis referencing the “Existing” scenario. Summarize the performance results with improvement measures in a table (if appropriate).

3.7 Site Visit Observations

Conduct a site visit during peak periods to observe and document existing conditions pertaining to site operation, local road network, access arrangements, local area travel patterns and general traffic operations.

Verify that traffic volumes through study area intersections reflect actual demand.

3.8 Horizon Years

Select the horizon year(s) for analysis. Future transportation conditions for the opening year of the development and five years after the development opening. Separate analysis for each major phase in a multi-phase development should typically be carried out in five-year intervals. Note that MTO may require analysis for additional horizon years.

3.9 Future Background Conditions

Estimate general background traffic growth rates at a corridor level (by road) through regression analysis of historical volumes if data is available. The Town may prescribe a nominal growth rate (e.g. 2% per annum) in cases where historical data is not available.

List all significant developments under construction, already approved or in the application process within the study area likely to be built out by the specified horizon years. Estimate the traffic generated by these developments and assign to the transportation network.

Estimate future background traffic volumes by applying the proposed growth rate to existing volumes and adding traffic generated by other planned developments. Prepare figures showing the volumes for each horizon year and analysis period.

Analyze and describe future background intersection operations for each horizon year and analysis period using current signal timing parameters for signalized intersections and summarize the performance results in a table. The summary should include v/c ratios, LOS, average vehicle delays and queue lengths for overall intersection operations and individual critical movements (as appropriate).

3.10 Development Trips

Estimate vehicle trips generated by the proposed development based on one of the following methodologies:

- ▶ Trip generation surveys of similar developments in Saugeen Shores;
- ▶ “First principles” calculations of anticipated trips to/from the proposed development;

- ▶ Trip generation rates (or equations) selected from the latest edition of the ITE *Trip Generation Manual* or another technical source from ITE; and
- ▶ Other transportation studies from the area or similar communities.

Where appropriate, deduct pass-by trips making an intermediate stop at the subject site and/or reduce the site-generated traffic to account for synergy (or internal capture) within a mixed-use development based on methodologies in the ITE Trip Generation Handbook.

Summarize the trips generated by the proposed development in a table by land use, including trip generation rates and/or equations used to estimate the traffic volumes.

Estimate distribution of site-generated vehicle trips by cardinal direction (i.e. north, south, east, and west). Assumptions for trip distribution should be supported by origin-destination surveys, existing or anticipated travel patterns, census data, population, and employment forecasts and/or market studies.

Summarize origin/destination and percent distribution in a table.

Assign the site-generated vehicle trips to the intersection(s) and driveway(s) for each analysis period, considering logical routings, current and projected roadway capacities, and travel times.

Prepare figures showing the assignment of site-generated volumes to the transportation network and pass-by traffic (if applicable) to adjacent roads for each analysis period.

Document all assumptions and adjustments, referencing available research and surveys where applicable. Deviations from recommended values must be noted and justified.

3.11 Future Total Conditions

Derive future total traffic volumes for the intersections and driveway(s) by adding the future background volumes and site trip assignment.

Prepare figures showing the volumes for each analysis period.

Analyze and describe future total intersection operations for each horizon year and analysis period using current signal timing parameters for signalized intersections and summarize the performance results in a table. The summary should include v/c ratios, LOS, average vehicle delays and queue lengths for overall intersection operations and individual critical movements (as appropriate).

3.12 Traffic Impact Assessment

The following criteria define critical movements and intersections:

- ▶ For signalized intersections and driveway locations:
 - v/c ratios for overall intersection operations, through movements or shared through/turning movements that operate at 0.85 or greater;
 - v/c ratios for exclusive movements that operate at 0.90 or greater; or
 - The estimated 95th percentile queue length for an individual movement exceeds the available turning lane storage.
- ▶ For unsignalized intersections and driveway locations:
 - Level of service based on average delay per vehicle on individual movements is LOS E or greater; or
 - The estimated 95th percentile queue length for an individual movement exceeds the available queue storage.

Identify required modifications and improvements to mitigate projected “critical” movements at the driveway(s) for future total traffic volumes.

For all “critical” intersections, determine the contribution of the proposed development to the forecast condition, identify possible remedial measures, recommend a solution, and assess the effectiveness of the solution towards resolving the situation.

Analyze and describe future total intersection operations for each analysis period with the improvement measures. Optimize signal timing splits within the existing cycle length to provide the best possible traffic operations for all movements. Summarize the performance results in a table. The summary should include v/c ratios, LOS, average vehicle delays and queue lengths for overall intersection operations and individual critical movements (as appropriate).

3.13 Safety Analysis

Complete a safety analysis to assess the impact of the proposed development on the adjacent road network and recommend potential mitigation measures. Depending on input received from the Town through pre-consultation, the analysis could range from a detailed examination of collision history for locations known to exhibit safety concerns to a basic consideration of typical safety-related factors such as, but not limited to the following:

- ▶ Conflict areas where vulnerable road users (pedestrians and cyclists) are at risk;
- ▶ Weaving and merging on the roadway;

- ▶ Non-local traffic infiltration in residential areas; and
- ▶ Conflicts and safety issues specifically related to truck movements.

3.14 Access Review

Evaluate sight distance at each access based on the latest version of the Transportation Association of Canada *Geometric Design Guide for Canadian Roads*. Note any geometric elements that may restrict visibility.

Review queue lengths to ensure adequate storage on-site and within exclusive turn lanes. Configure accesses to provide adequate ingress and egress lanes, clear throat length, corner radii and vehicle storage.

Assess the need for exclusive left- and/or right-turn lanes at proposed access locations based on the warrants in the Ministry of Transportation Ontario (MTO) *Design Supplement for TAC Geometric Design Guide for Canadian Roads – June 2017*. Adequate spacing should be provided between access points to avoid potential turn lane overlaps.

Provide a pavement marking and signage plan for the roadway(s) along the frontage of the proposed development showing both existing and proposed lane markings and traffic control devices.

Evaluate the need for traffic control signals, all-way stop control and/or other traffic control devices at proposed access locations based on the warrant criteria specified in *OTM Book 12 – Traffic Control Signals*.

Consider the installation of roundabouts in parallel with analysis for all-way stops and signals. **Appendix B** provides a Roundabout Screening Tool.

Examine the potential for turning movement conflicts within the road right-of-way.

3.15 Site Circulation Review

Evaluate on-site parking and internal circulation systems to ensure adequate manoeuvrability for design vehicles, sight distances at internal intersections, and clear throat distances to avoid possible queuing onto public roads.

Where appropriate, analyze and describe future total operations for on-site intersections for each analysis period. Summarize the performance results in a table. The summary should include v/c ratios, LOS, average vehicle delays and queue lengths for overall intersection operations and individual critical movements (as appropriate).

Demonstrate emergency vehicle access and circulation within the site, including the explicit designation of fire routes.

Evaluate proposed truck/courier loading facilities and access to these facilities to ensure they are adequately sized and properly designed to not

impact traffic operations on public roads or interfere with pedestrian activity on site.

Complete transport truck swept path analysis for developments that receive deliveries (e.g. gas stations) or expect trucks as customers (e.g. fuel or eating establishments).

Identify locations for snow storage on site and assess potential implications for parking and access.

3.16 Walking and Cycling Considerations

Provide an on-site circulation system of walkways, paths and delineated routes for pedestrians and cyclists. Design the system to serve natural desire lines and minimize potential conflicts between vehicles, pedestrians, and cyclists. Connect the proposed development to existing off-site sidewalks, cycling facilities and trails. Address any gaps or missing links in the active transportation network within the study area.

Ensure accessibility for persons with mobility limitations.

Encourage pedestrian and cycling activity to and within the proposed development by:

- ▶ Locating building entrances close to the street;
- ▶ Providing protected bicycle parking at building entrances, secure bike storage and shower facilities within buildings; and
- ▶ Providing shelter/relief for pedestrians from natural elements.

Consider pedestrian and cyclist needs with any intersection improvements (e.g. signal timings).

3.17 Findings and Recommendations

Provide a summary of the key findings and recommendations of the TIA.

Summarize impacts for all horizon years and analysis periods in a table. List proposed improvement measures to mitigate impacts in the table. Structure recommendations for improvements within appropriate time perspectives.

Attachment A

Recommended Synchro Analysis Parameters

GENERAL TIMING STANDARDS	
Optimum Cycle Length for Analysis	90 to 120 seconds
Maximum Cycle Length for Analysis	130 seconds
Minimum Green Time	10 seconds for side street through movements. 5 seconds for left-turn phases.
Vehicle Clearance	Must consist of amber and all-red display. Duration in accordance with Ontario Traffic Manual Book 12 (Traffic Signals).
PEDESTRIAN PHASES	
Minimum Walk Time	7 seconds
Walking Speed	1.0 metres per second, or 0.8-0.9 metres per second if near high elderly population
Pedestrian Clearance	Must be adequate to allow crossing from curb to curb (including central medians). Includes vehicle clearance time in accordance with Ontario Traffic Manual Book 12 (Traffic Signals).
Median Storage	If centre median storage for pedestrians is provided, then the minimum walk time must be of adequate duration to allow a crossing from the curb to the far side of the median plus one lane. The pedestrian clearance interval must be of adequate duration to permit the longest crossing from the median to the curb. Use of the median for pedestrian refuge shall only be considered in consultation with the Town.
AUXILIARY TURN LANE PHASING	
Overlap Left-Turn	In cases where left-turn phasing is required for opposing left-turn movements and one of the movements is much heavier than the opposing, consideration should be given to early termination of the arrow indication for the lighter left-turn movement to permit an earlier commencement of the conflicting through. Appropriate vehicle clearance displays must be provided for all left-turn phases. Proper account must be made for lost time resulting from these clearances.
Protected Only Left-Turn Phasing	Protected only left-turn phasing must be used when conditions are such that an undue hazard might result if permissive phasing were used. This is normally considered to be the case with a double left turn.
Shared Lane Operation	All movements permitted from a shared use lane must operate on the same signal phase.
Dual Right/Left-Turn Movements	Conflicting pedestrian movements should not be permitted simultaneously with dual right/left-turn movements. Normally, dual right turns will also require signalization.
Right/Left-Turn Arrows	A right/left-turn arrow shall not be displayed at the same time a conflicting pedestrian movement is permitted.
INTERSECTION SPACING AND MINIMUM STORAGE LENGTHS	

Visibility	As per the requirements of the Ontario Traffic Manual Book 12 (Traffic Signals), signalized intersection spacing must be determined based on posted speed, to ensure adequate visibility of the signal heads.
Through Vehicle Storage Between Intersections	Signalized intersections must be spaced to ensure that storage is available to accommodate 1.5 times the average number of vehicles arriving on each red indication during the heaviest hour (assuming an average vehicle length of 7 metres).
Storage Lane Lengths	Left-turn storage lanes must be long enough to accommodate 1.5 times the average number of arrivals per cycle in the heaviest hour. Where double left-turn lanes are in use, calculations should assume a 45%/55% distribution of traffic between the lanes. Right-turn storage lanes must be long enough to permit right-turning traffic to clear the maximum queue of through vehicles that is anticipated to accumulate during the red indication. All calculations must assume an average vehicle length of 7 metres.

PARAMETERS FOR INTERSECTION ANALYSIS

Link Speed	Posted speed limit of the roadway
Conflicting Pedestrians	As identified in the TMC data
Heavy Vehicle (%)	As identified in the TMC data
Saturation Flow Rate	The maximum assumed ideal unadjusted saturation flow rate shall not exceed 1900 passenger cars per hour of green per lane, unless a higher or lower rate can be justified by the transportation consultant through data.
Peak Hour Factor	Existing Conditions: 0.92 Future Conditions: 0.92
Analysis Period	15 minutes
Area Type	Other

Attachment B

Roundabout Screening Tool

The intent of this screening tool is to provide a relatively quick assessment of the merit of implementing a modern roundabout at an intersection in comparison to other appropriate forms of traffic control or road improvements, including auxiliary lanes, traffic control signals, all-way stop, etc. The tool is intended to assist in deciding whether to proceed to a more detailed Intersection Control Study to further investigate the feasibility of a roundabout. The checklist is based on the Region of Waterloo Roundabout Feasibility Initial Screening Tool.

1. Project Name/File Number

2. Intersection Location – Street/road names, distances from major intersections, etc.

3. Brief Description of Intersection – Number of legs, lanes on each leg, total AADT, AADT on each road, etc. Attach or sketch diagram showing existing and horizon year turning movements.

4. Are there any operational problems currently being experienced at this location?

5. Is it a new intersection or is it a retrofit of an existing intersection? If existing, what is the existing traffic control?

6. Is the intersection in the vicinity of a railroad crossing or another intersection? If so, how close and what type of traffic control exists at the adjacent intersection? Will queues be a problem if they form?

7. Is the intersection located within a corridor that is scheduled for improvements in the Capital Program? What are the ultimate cross-sections of the approach roads?

8. If existing, what is the collision history of the intersection over the past five years? Is there a collision problem that needs to be addressed?

9. Are persons with disabilities frequent users of this intersection?

- 10. What traditional road improvements are proposed for this intersection?** – (e.g. traffic signals, all-way stop, auxiliary lanes, etc.). Please attach a sketch of the traditional road improvements.

- 11. If traffic control signals are being considered, are warrants met for the horizon year?**

- 12. What size of roundabout should be considered for this intersection?**

Estimate the 20-Year Life Cycle Cost:

10-Year AADT: _____

Injury Collision Cost (ICC)¹: _____

Discount Rate (i): _____

TABLE C.1: 20-YEAR LIFE CYCLE COST COMPARISON

Cost Item	Other Traffic Control	Roundabout
Implementation Cost ²	\$ _____	\$ _____
Injury Collision Cost (Present Value) ³	\$ _____	\$ _____
Total Life Cycle Cost	\$ _____	\$ _____

Notes:

1. Follow the procedures documented in the *Highway Safety Manual* to estimate the ICC.
2. Implementation Cost = Sum of costs for construction, property, utility relocations, illumination, engineering (20%), contingency (20%) and maintenance (5%)
3. Present Value of 20 Year Injury Collision Cost = Expected annual collision frequency x $ICC \left(\frac{1 - (1 + i)^{-20}}{i} \right)$

Conclusions and Recommendations



TOWN OF SAUGEEN SHORES

Transportation Master Plan



Appendix D – Costing of the Proposed Active Transportation Facilities



Table 1: Typical Unit Costs for Active Transportation Facilities

Facility Type	Unit Cost (per km)	Comments
Multi-Use Trails and Paths		
Multi-Use Trail	\$255,000	Not within roadway
Multi-Use Trail (Upgrade)	\$105,000	Not within roadway - upgrade from granular surface to paved
Multi-Use Path (Capital)	\$280,000	Remove sidewalk and replace with MUP
Multi-Use Path (Retrofit)	\$255,000	Within existing ROW, no sidewalk removal
Standard Bike Lanes		
Capital	\$255,000	With road widening, road reconstruction, or new road project
Active transportation project only, with widening	\$715,000	Retrofit/widen road solely for bike facility
Retrofit	\$12,000	Within existing ROW
Buffered Bike Lanes (Painted)		
Capital	\$295,000	With road project
Retrofit	\$15,000	Within existing ROW
Buffered Bike Lanes (Physical Separation - pre-cast barrier)		
Capital	\$410,000	With road project
Retrofit	\$130,000	Within existing ROW
Paved Shoulders		
Capital (shoulder without buffer)	\$205,000	With road widening project
Capital (shoulder with buffer)	\$255,000	With road widening project
Retrofit	\$4,000	Within existing ROW
Shared Routes		
Bicycle Priority Route	\$95,000	Retrofit of existing two-lane road to include bicycle priority route features
Signed Route (capital)	\$245,000	With wide curb lane with road widening project
Signed Route (capital, no widening)	\$65,000	With wide curb lane and construction of a new road
Signed Route (retrofit)	\$2,000	Within existing ROW
Signed Route with Sharrow Markings (retrofit)	\$3,500	Within existing ROW
Urban Shoulder (retrofit)	\$12,000	Within existing ROW
Pedestrian Facilities		
Sidewalk	\$180,000	One side only

Table 2: Indicative Costs for Proposed Cycling Facilities

Street	Limits	Facility Type	Potential Facility	Unit Cost (\$/m)	Segment Length (m)	Indicative Cost	Phasing (Years)	
							Short (0-5)	Long (5+)
Port Elgin								
East-West Corridors								
Concession 10	Miramichi Bay Road/Cutter Road to Settlement Area Boundary	Separated	Paved Shoulder	\$205	2,890	\$592,450		\$592,450
Future Trail (north of Devonshire Road)	Pride Path North to Goderich Street	Separated	Multi-Use Trail	\$255	1,280	\$326,400		\$326,400
Devonshire Road	Highland Street to Wellington Street	Separated	Retrofit Bike Lane	\$12	1,290	\$15,480	\$15,480	
Market Street	Stevens Street to Bruce Street	Shared	Bicycle Priority Street	\$95	810	\$76,950		\$76,950
Market Street	Bruce Street to Wellington Street	Separated	Retrofit Bike Lane	\$12	950	\$11,400		\$11,400
Green Street	Harbour Street to Arlington Street (including short section of Arlington Street)	Shared	Bicycle Priority Street	\$95	1,840	\$174,800	\$174,800	
Catherine Street	Town Pond Trail to Bruce Street	Shared	Signed Route Only	\$2	320	\$640	\$640	
Catherine Street	Bruce Street to Rail Trail	Separated	Retrofit Bike Lane	\$12	1,030	\$12,360	\$12,360	
Ivings Drive	Bruce Street to Goderich Street (part future)	Shared	Signed Route Only	\$2	600	\$1,200		\$1,200
Bruce Road 25/Concession 6	Saugeen Beach Road to Rail Trail	Separated	Multi-Use Trail	\$255	1,960	\$499,800	\$499,800	
North-South Corridors								
Trillium Drive/Geddes Street	Biener Trail South to Market Street	Shared	Signed Route Only	\$2	730	\$1,460	\$1,460	
Highland Street	Devonshire Road to Market Street	Shared	Signed Route Only	\$2	1,190	\$2,380	\$2,380	
Ridge Street	Catherine Street to Bruce Road 25 (part future)	Shared	Signed Route Only	\$2	1,660	\$3,320		\$3,320
Bruce Street	Concession 10 to Bruce Road 25 (part future)	Separated	Retrofit Bike Lane	\$12	4,130	\$49,560		\$49,560
Waterloo Street	Future Trail (north of Devonshire Road) to Falconer Street	Shared	Signed Route Only	\$2	1,780	\$3,560	\$3,560	
Waterloo Street	Falconer Street to Catherine Street	Separated	Retrofit Bike Lane	\$12	840	\$10,080	\$10,080	
Bricker Street	Market Street to Catherine Street	Separated	Retrofit Bike Lane	\$12	640	\$7,680	\$7,680	
Bricker Street	Catherine Street to Rail Trail Connector	Shared	Signed Route Only	\$2	1,210	\$2,420	\$2,420	
Wellington Street	Devonshire Road to Market Street	Shared	Bicycle Priority Street	\$95	1,240	\$117,800	\$117,800	
SUB-TOTAL - Port Elgin					26,390	\$1,909,740	\$848,460	\$1,061,280
Southampton								
East-West Corridors								
Saugeen Street/Clarendon Street	Huron Street N to Grey Street N	Separated	Retrofit Bike Lane	\$12	880	\$10,560		\$10,560
Clarendon Street	Grey Street N to Grenville Street N	Shared	Urban Shoulder	\$12	190	\$2,280		\$2,280
High Street	Captain Spence Trail to Carlisle Street	Shared	Retrofit Bike Lane	\$12	2,480	\$29,760		\$29,760
Morpeth Street	South Beach Sidewalk North to Grenville Street S	Shared	Urban Shoulder	\$12	1,160	\$13,920	\$13,920	
Peel Street/Rail Trail	Albert Street S to Carlisle Street	Shared	Urban Shoulder	\$12	1,880	\$22,560	\$22,560	
Island Street	Front Street S/Harmer Street to Cedar Bush Drive	Shared	Signed Route Only	\$2	850	\$1,700	\$1,700	
South Street	Huron Street S/Miramichi Bay Road to Rail Trail	Shared	Bicycle Priority Street	\$95	1,300	\$123,500		\$123,500
North-South Corridors								
Front Street S/Harmer Street	Beach Street to Lake Street	Shared	Signed Route Only	\$2	330	\$660	\$660	
Lake Street	Chantry View Drive to Bay Street (including short section of Bay Street)	Shared	Signed Route Only	\$2	940	\$1,880	\$1,880	
Huron Street	Clarendon Street to South Street	Separated	Standard Bike Lane	\$255	2,590	\$660,450		\$660,450
Grosvenor Street	Clarendon Street to Adelaide Street	Shared	Signed Route Only	\$2	1,260	\$2,520	\$2,520	
Albert Street/Railway Street	Clarendon Street to McNabb Street	Separated	Multi-Use Trail	\$255	1,980	\$504,900		\$504,900
Albert Street S	Island Street to Summerhill Road	Shared	Signed Route Only	\$2	390	\$780	\$780	
Victoria Street	Clarendon Street to Palmerston Street	Separated	Retrofit Bike Lane	\$12	640	\$7,680	\$7,680	
Victoria Street S	Palmerston Street to Peel Street	Shared	Urban Shoulder	\$12	850	\$10,200	\$10,200	
Grenville Street	Clarendon Street to Peel Street	Shared	Signed Route Only	\$2	1,480	\$2,960		\$2,960
SUB-TOTAL - Southampton					19,200	\$1,396,310	\$61,900	\$1,334,410
Rural (Outside Settlement Area)								
Concession 14	Carlisle Street to Doll Sideroad	Separated	Paved Shoulder	\$205	2,050	\$420,250		\$420,250
Carlisle Street	Clarendon Street to Bruce Road 3	Shared	Signed Route Only	\$2	2,580	\$5,160	\$5,160	
Doll Sideroad	Concession 14 to Concession 10	Separated	Paved Shoulder	\$205	3,830	\$785,150		\$785,150
Concession 10	Settlement Area Boundary to Doll Sideroad	Separated	Paved Shoulder	\$205	1,520	\$311,600		\$311,600
Concession 4/Bruce Road 40	Saugeen Beach Road Trail to Bruce Road 3	Shared	Signed Route Only	\$2	13,710	\$27,420	\$27,420	
SUB-TOTAL - Southampton					23,690	\$1,549,580	\$32,580	\$1,517,000
GRAND TOTAL					69,280	\$4,855,630	\$942,940	\$3,912,690

Table 3: Indicative Costs for Proposed Cycling Network Gap and Discontinuity Improvements

Gap or Discontinuity	Recommended Improvements	Indicative Cost	
		Short (0-5)	Long (5+)
Albert Street North and Clarendon Street Crossing	Install cyclist-friendly signal detection pushbuttons on Clarendon Street at northeast and southeast corners		\$30,000
Rail Trail Crossings	Conduct vehicle volume and speed analysis to determine appropriate crossing treatment on the following roadways: - Elgin Street - Gustavus Street - Green Street - Louis Street - Mill Street - River Street - Woodland Drive	\$15,000	
Connection on Rail Trail from Port Elgin to Southampton	Install signage on the Rail Trail at Concession Road 10 advising cyclists and pedestrians to use Concession Road 10 to travel to Southampton	\$5,000	
	Install wayfinding signage on the Rail Trail at South Street advising cyclists and pedestrians to use South Street and the Great Lakes Waterfront Trail to get to Port Elgin	\$5,000	
	Install protected cycling facility on Concession 10		\$150,000
Peel Street to the Rail Trail	Install pedestrian crossover and crossride across Railway Street, connecting Peel Street to the Rail Trail. Crossing type to be confirmed (based on vehicle volume and speed on Railway Street)		\$40,000
GRAND TOTAL		\$25,000	\$220,000

Table 4: Indicative Costs for Proposed Cycling Facilities and Programs

Initiative	Indicative Cost	
	Short (0-5)	Long (5+)
Cycling Network		
Port Elgin	\$848,460	\$1,061,280
Southampton	\$61,900	\$1,334,410
Rural Area	\$32,580	\$1,517,000
Gaps and Discontinuities	\$25,000	\$220,000
Sub-Total	\$967,940	\$4,132,690
Amenities and Programs		
End of Trip Facilities (\$5,000 per year) ¹	\$25,000	\$25,000
Wayfinding Signs (\$5,000 per year) ¹	\$25,000	\$25,000
Outreach Initiatives (\$7,500 per year) ¹	\$37,500	\$37,500
Monitoring Program (\$5,000 per year) ¹	\$25,000	\$25,000
Sub-Total	\$112,500	\$112,500
GRAND TOTAL	\$1,080,440	\$4,245,190

1. Assumes five-year program

Table 5: Indicative Costs for Proposed Pedestrian Facilities

Street	Limits and Side	Sides	Segment Length (km)	Unit Cost (\$/km)	Indicative Cost
Port Elgin					
East-West Corridors					
Concession 10	Miramichi Bay Road/Cutter Road to Maplewood Drive (part future) (south side)	1	2,880	\$180	\$518,400
Devonshire Drive	Highland Street to Bruce Street (south side)	1	290	\$180	\$52,200
Northport Drive	Highland Street to Bruce Street (north side)	1	280	\$180	\$50,400
Davey Drive	Bricker Street to Lisa Lane (south side)	1	160	\$180	\$28,800
David Street	Goderich Street to Bricker Street (south side)	1	90	\$180	\$16,200
Market Street	Stevens Street to Wellington Street (one side)	1	1,770	\$180	\$318,600
Green Street	Harbour Street to Waterloo Street (south side)	1	1,130	\$180	\$203,400
	Hilker Street to Arlington Street (south side)	1	150	\$180	\$27,000
	Arlington Street to Lehn Street (both sides)	2	360	\$180	\$129,600
Gustavus Street	Kaake Street to Stafford Street (north side)	1	120	\$180	\$21,600
Catherine Street	Town Pond Trail to Bruce Street (north side)	1	320	\$180	\$57,600
	Bruce Street to Stafford Street (both sides)	2	380	\$180	\$136,800
Provincial Street	Bruce Street to Stafford Street (north side)	1	390	\$180	\$70,200
James Street	Waterloo Street to Goderich Street (north side)	1	110	\$180	\$19,800
Ivings Drive	Bruce Street to Stickel Street (both sides)	2	450	\$180	\$162,000
	Stickel Street to Goderich Street (part future) (one side)	1	150	\$180	\$27,000
Bruce Road 25/Concession 6	Saugeen Beach Road to Wellington Street (part future) (one side)	1	2,220	\$180	\$399,600
North-South Corridors					
Harbour Street	Market Street to Green Street (both sides)	2	350	\$180	\$126,000
Highland Street	Devonshire Road to Northport Drive (east side)	1	210	\$180	\$37,800
	Market Street to Green Street (west side)	1	330	\$180	\$59,400
Bruce Street	Concession 10 to Rosner Drive (both sides)	2	1,000	\$180	\$360,000
	Rosner Drive to Sunset Boulevard (one side)	1	2,150	\$180	\$387,000
	Sunset Boulevard to Bruce Road 25 (part future) (both sides)	2	1,040	\$180	\$374,400
Waterloo Street	Devonshire Road to James Street (one side)	1	2,580	\$180	\$464,400
Goderich Street	Concession 10 to Tomlinson Drive (both sides)	2	370	\$180	\$133,200
	Tomlinson Drive to Future Trail (west side)	1	110	\$180	\$19,800
Bricker Street	Robin Road to Davey Drive (west side)	1	260	\$180	\$46,800
	Christopher Drive to Mill Street (west side)	1	570	\$180	\$102,600
	Gustavus Street to Catherine Street (west side)	1	220	\$180	\$39,600
	Catherine Street to Maple Drive (part future) (both sides)	2	570	\$180	\$205,200
	Maple Drive to Barnes Avenue (east side)	1	620	\$180	\$111,600
Wellington Street	Tomlinson Drive to Elgin Street (one side)	1	1,650	\$180	\$297,000
	Elgin Street to Catherine Street (both sides)	2	540	\$180	\$194,400
	Catherine Street to Maple Drive (east side)	1	570	\$180	\$102,600
	Maple Drive to Concession 6 (part future) (both sides)	2	1,100	\$180	\$396,000
Arlington Street	Oakwood Drive to Elgin Street (both sides)	2	630	\$180	\$226,800
	Elgin Street to Green Street (east side)	1	220	\$180	\$39,600
Maplewood Drive	Concession 10 to Brentwood Drive (both sides)	2	1,090	\$180	\$392,400
SUB-TOTAL - Port Elgin			27,430		\$6,355,800
Southampton					
East-West Streets					
Saugeen Street/Clarendon Street	Front Street to Anglesia St N (north side)	1	1,500	\$180	\$270,000
	Victoria St N to Anglesia St N (south side)	1	920	\$180	\$165,600
High Street	Victoria Street N to Grey St N (north side)	1	370	\$180	\$66,600
	Grey St N to Anglesia St N (south side)	1	560	\$180	\$100,800
Morpeth Street	Grosvenor St S to Victoria St S (one side)	1	350	\$180	\$63,000
	Victoria St S to Grenville St S (both sides)	2	550	\$180	\$198,000
Spence Street	Victoria St S to Grenville St S (both sides)	2	550	\$180	\$198,000
	Grenville St S to Anglesia St S (south side)	1	370	\$180	\$66,600
Adelaide Street	Lambert Lane to Huron St S (south side)	1	270	\$180	\$48,600
	Albert St S to Breadalbane St S (south side)	1	540	\$180	\$97,200
Peel Street	South Beach Sidewalk to Rail Trail (south side)	1	430	\$180	\$77,400
	Albert St S to Grenville St S (both sides)	2	600	\$180	\$216,000
South Street	Huron Street S/Miramichi Bay Road to Victoria St S (north side)	1	170	\$180	\$30,600
	McNabb St to Railway Street (north side)	1	870	\$180	\$156,600
North-South Streets					
Huron Street	Saugeen Street to Bay Street (east side)	1	1,910	\$180	\$343,800
Grosvenor Street S	Chantry View Drive to Rail Trail (west side)	1	350	\$180	\$63,000
Albert Street S/Railway Street	Adelaide Street to McNabb Street (both sides)	2	280	\$180	\$100,800
Albert Street S	Island Street to Bay Street (west side)	1	300	\$180	\$54,000
Victoria Street S	Scott Street to Morpeth Street (east side)	1	330	\$180	\$59,400
	Spence Street to Peel Street (both sides)	2	430	\$180	\$154,800
McNabb Street	Peel Street to Summerhill Road (both sides)	2	620	\$180	\$223,200
	Summerhill Road to South Street (west side)	1	520	\$180	\$93,600
Grey Street S	Spence Street to Peel Street (west side)	1	420	\$180	\$75,600
Anglesia Street	Louisa Street to Alice Street (both sides)	2	480	\$180	\$172,800
	Alice Street to Spence Street (west side)	1	1,210	\$180	\$217,800
New Multi-Use Trail	South of South Street	1	420	\$255	\$107,100
SUB-TOTAL - Southampton			15,320		\$3,420,900
GRAND TOTAL			42,750		\$9,776,700