

Welcome

Peterborough County Transportation Plan Update

PIC # 1

Wednesday September 21, 2011

6:00 P.M. to 8:30 P.M.

Bridgenorth Public Library

836 Charles Street, RR 1

Bridgenorth

Saturday September 24, 2011

1:00 P.M. to 4:30 P.M.

Buckhorn Public School

1800 Lakehurst Road

Buckhorn

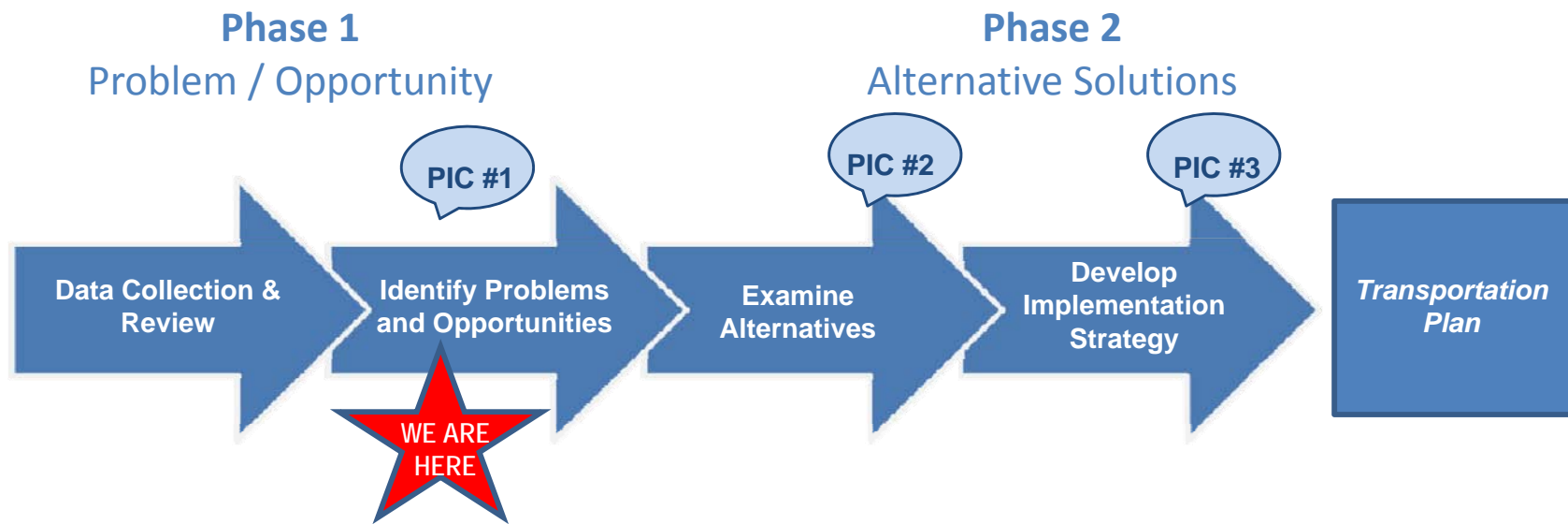
Transportation Plan

What is it?

- The Transportation Plan provides a comprehensive assessment of the County's current and future transportation system improvement needs.
- The plan provides recommendations for new or improved infrastructure (roads, transit, cycling, walking, etc), operational design standards, and transportation policies that the County uses to manage its transportation infrastructure.
- The Transportation Plan was last approved in 2004.
 - One of the recommendations of the Transportation Plan is that the County complete a review and update of the plan every 5 years.
- This study will look to update the Transportation Plan based on emerging trends and challenges in the County and changes affecting the previous plan recommendations.

Process for Developing the Transportation Plan

This Transportation Plan is being developed in accordance with the planning and design processes of the Municipal Class EA and incorporates the key principles of environmental planning under the OEAA. The master plan study will follow Phases 1 and 2 of the Class EA process.



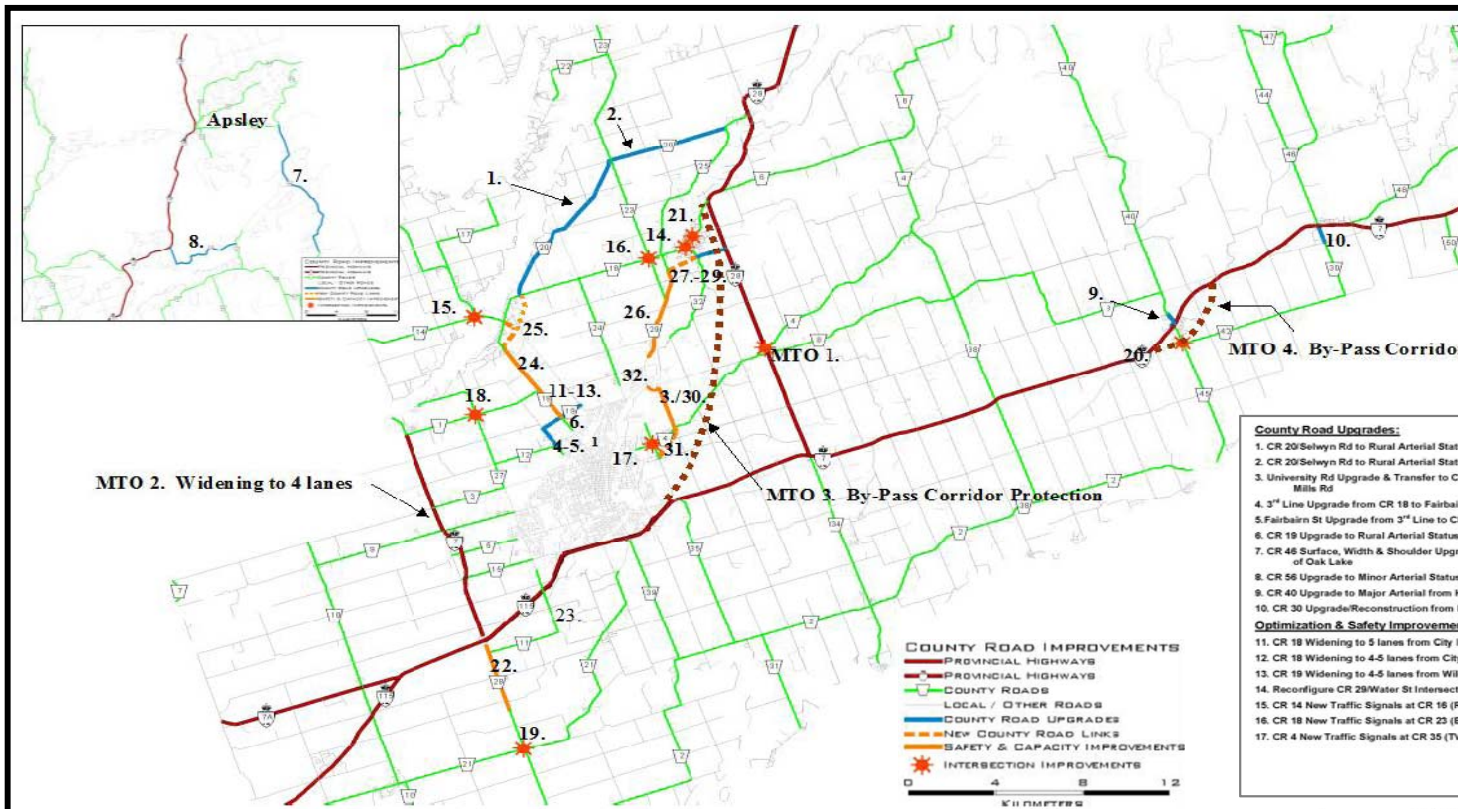
The master planning process identifies a recommended 'set' of proposed works and the rationale for their implementation.

For some infrastructure projects identified in the Transportation Plan additional phases of the Municipal Class EA process will be required. The level of complexity of an individual project and the potential impacts of that project on the environment determines which phases need to be addressed, the level of detailed required to be examined, and the extent of mitigation that may be required in future work.

Study Purpose / Background

- This is the first update of the existing County of Peterborough Transportation Plan.
- The update of the plan is an opportunity to review the 2004 plan and improve and update it where appropriate.
- This update is an opportunity to address transportation challenges in the County and to review any changes that have taken place since the adoption of the 2004 plan, specifically as they relate to:
 - Transportation Needs
 - New Growth and Updated Traffic and Transportation Forecasts
 - Changes to Transportation Trends or Initiatives being considered by other agencies (i.e. re-establishing passenger rail service to Peterborough)
 - The Need to Update Existing Policies and Standards

Summary of 2004 Recommendations





Recommended County Roadway Infrastructure Improvements (Transportation Plan, 2004)

<p>County Road Upgrades:</p> <ol style="list-style-type: none"> CR 20 Seleyrn Rd to Rural Arterial Status from CR 18 to CR 23 CR 20 Seleyrn Rd to Rural Arterial Status from CR 23 to CR 25 University Rd Upgrade & Transfer to County from CR 4 to Nassau Mills Rd 3rd Line Upgrade from CR 18 to Fairbairn St Fairbairn St Upgrade from 3rd Line to CR 12/Lily Lake Rd CR 19 Upgrade to Rural Arterial Status from CR 18 to Hilliard St CR 46 Surface, Width & Shoulder Upgrade south of CR 504 to South of Oak Lake CR 56 Upgrade to Minor Arterial Status from Hwy 28 to CR 6 CR 40 Upgrade to Major Arterial from Hwy 7 to North Norwood limits CR 30 Upgrade/Reconstruction from Hwy 7 to South Havelock limits 	<p>Optimization & Safety Improvements (continued):</p> <ol style="list-style-type: none"> CR 1 New Traffic Signals at CR 12 (Fife's Bay Rd) Intersection CR 28 New Traffic Signals at CR 21 Intersection CR 45 Intersection Improvements at CR 42 CR 29 New Traffic Signals at Concession St in Lakeland <p>MTO 1 – Review Need for Traffic Signals at Hwy 28/CR 4 Intersection</p>
<p>Optimization & Safety Improvements:</p> <ol style="list-style-type: none"> CR 18 Widening to 5 lanes from City limits to CR 1 CR 18 Widening to 4-5 lanes from City limit to Wild Water & Wheels CR 19 Widening to 4-5 lanes from Wild Water & Wheels to CR 1 Reconfigure CR 28/Water St Intersection in downtown Lakeland CR 14 New Traffic Signals at CR 16 (Robinson Rd) Intersection CR 18 New Traffic Signals at CR 23 (Buckhorn Rd) Intersection CR 4 New Traffic Signals at CR 35 (TV Rd)/Parkhill Rd Intersection 	<p>Capacity Enhancement Improvements:</p> <ol style="list-style-type: none"> CR 28 Widening to 4-5 lanes from Fraserville to Hwy 7/115 CR 11 Airport Rd Widening to 4 lanes from Hwy 115 to City limit MTO 2 – Encourage MTO to Widen Hwy 7 to 4 lanes from Hwy 115 to Fowlers Corners CR 18 Widening to 5 lanes from CR 1 to Bridgenorth Bypass CR 18 Bridgenorth Bypass from CR 18/Ward St to CR 14 Causeway – Future Extension to CR 23 (Seleyrn Road) CR 29 Widening to 4-5 lanes from City limits to new E-W Arterial Construct New E-W Arterial from Katherine St to Katherine St Construct New 2-lane Bridge from Katherine St to Water St CR 33 Upgrading from Water St to Hwy 28 south of Lakeland University Rd Widening from Project #3 New CR 25 (Television Rd) Extension to University Rd Widen Nassau Mills Rd to 4 lanes from University Rd to Armour Rd <p>MTO 3 – Protect Corridor for New 4-lane East Side Bypass from Hwy 7/115 to Hwy 28/CR 29</p> <p>MTO 4 – Protect Corridor for New 4-lane Hwy 7 Bypass of Norwood</p>

In addition, the 2004 Transportation Plan recommended that the County and municipalities look at opportunities to enhance and/or implement:

- Multi-use trail systems.
- On-road bicycle routes.
- Paved shoulder bicycle lanes on County Roads.
- Extending scheduled transit service and alternative transit service delivery strategies, tailored to the demand characteristics of each community.

Status of 2004 Recommendations

COUNTY ROAD UPGRADES	Recommended	Status
CR20 – Selwyn Road Upgrade to Rural Arterial Standard (CR23 to CR25)	2004-2009	Completed 
University Road Assumption & Upgrade (CR4 to Nassau Mills Road)	2004-2009	Reconstruction completed to City Limit Transfer to County under discussion 
Fairbairn St Assumption & Upgrade (3 rd Line to CR12 – Lily Lake Rd)	2004-2009	Part of City Annexation
CR40 – Upgrade CR40 to Major Arterial – Urban Section (Hwy 7 to North Norwood Limits)	2004-2009	Complete
CR56 – Upgrade CR56 to Minor Arterial Standard (Hwy 28 to CR6)	2015-2019	Partial 2011 Remaining 2015-2020

Pending County Road Upgrades	Recommended	Status
CR20 – Selwyn Road Upgrade to Rural Arterial Standard (CR18 to CR23)	2010-2014	2012-2016
3 rd Line Assumption & Upgrade (CR18 to Fairbairn St)	2004-2009	Pending
CR19 – Upgrade to Rural Arterial Standards (CR18 to Hilliard St)	2004-2009	2015-2020
CR46 – Resurfacing & Pavement Width/Shoulder Upgrades (South of CR504 to South of Oak Lake)	2010-2014	2015-2020
CR30 – Upgrade/Reconstruction of CR30 – Urban Section (Hwy 7 to South Havelock Limits)	2004-2009	2012

Status of 2004 Recommendations

SAFETY & SYSTEM OPTIMIZATIONS	Recommended	Status
CR18 – Short Term Widening of Chemong Road to 5 lanes (City Limits to CR1 - Lindsay Hwy) CR18 – Chemong Road Widening 4 to 5 lanes (City Limit to Wild Water & Wheels)	2004-2014 2015-2019	Partially Completed 
CR29 – Reconfiguration of CR29 / Water St intersection (downtown Lakefield)	2004-2014	Complete 
CR14 – Install New Traffic Signals (CR16 – Robinson Road intersection)	2004-2014	All Way Stop Installed 
CR1 – Install New Traffic Signals (CR12 – Fife’s Bay Road)	2004-2014	All Way Stop Installed 
CR4 – Install New Traffic Signals (CR35 – Television Road / Parkhill Road)	2004-2015	Part of City Annexation

Pending Safety & System Optimizations	Recommended	Status
CR19 – Chemong Road Widening 4 to 5 lanes (Wild Water & Wheels to CR1 - Lindsay Hwy)	2015-2019	Pending
CR18 – Install New Traffic Signals (CR23 – Buckhorn Road intersection)	2004-2014	2015-2020
CR28 – Install New Traffic Signals (CR21 intersection)	2004-2014	2013
CR45 – Intersection Improvements (CR42)	2010-2014	Pending
CR29 – Install New Traffic Signals (Concession St – Lakefield)	2004-2014	2012
Hwy 28 – Install New Traffic Signals (CR4 intersection)	MTO	Pending

Status of 2004 Recommendations

COUNTY ROAD CAPACITY ENHANCEMENTS	Recommended	Status
CR28 – CR28 Widening 2 to 4 or 5 lanes (Fraserville to Hwy 7/115 IC)	2015-2019	EA Study Complete Construction when development occurs
CR11 - Airport Road Widening 2 to 4 lanes (Highway 115 IC to City Limit)	2004-2009	Unknown (due to Township Secondary Plan uncertainty)
Hwy 7 – Widening Hwy 7 to 4 lanes (Hwy 115 to Fowlers Corners)	MTO	MTO EA Study Complete
CR18 – Chemong Road Widening 2 to 5 lanes (CR 1 – Lindsay Hwy to Bridgenorth By-pass)	2004-2009	2015-2000
CR18 – Bridgenorth By-pass Phase 1 Approved Route (CR18 / Ward Street to CR 14 – Causeway)	2015-2019	Pending TMP Review Ward St / Wilcox Signals in 2011 Ward St. Widening Feasibility Study 2011-12
CR29 - Widen Lakefield Road to 4/5 lanes (City limit to new Mid Block Arterial N of 7 th Line)	2010-2014	Pending TMP Review 2015-2019
New – Construct New E-W Mid Block Arterial South of Bridge St (CR29 to Katherine St)	2015-2019	Pending TMP Review 2020-2024
New – Construct New 2 Lane Bridge Crossing of Otonabee River (Katherine St to Water St)	2020-2024	Pending TMP Review
CR33 – Upgrade CR33 and connect to new bridge (Water St to Hwy 28)	2020-2024	Pending TMP Review
New – New Television Road (CR35) connection to University Rd (North of Old Norwood Rd)	2020-2024	In City Draft TMP
Widen Nassau Mills Road to 4 lanes (University Road to Armour Rd)	2020-2024	In City Draft TMP
New – New 4 Lane Peterborough East By-pass (Hwy 7/115 to Hwy 28/CR29 – Lakefield)	MTO	MTO Reviewing Needs in Peterborough Area
New – New 4 Lane Hwy 7 By-pass of Norwood (East of Norwood to West of Norwood)	MTO	

Status of 2004 Recommendations

KEY POLICY RECOMMENDATIONS	Status
Develop a Consistent County Road Classification System & Criteria	Pending
Develop County Road Design Standards	Currently Use Industry Standards
Access Management / Mutual Driveways / Setback Policies	Interim Complete Fall 2011
Stop Control Policy	Pending Currently Use Industry Standards
Pedestrian Crosswalks / Marked Pedestrian Crossings / School Crossings Policies	Pending Currently Use Industry Standards
School Zone Policy	Complete
Community Safety Zones (CSZ) Policy	Complete
Walking and Cycling Policies	Pending
Implement a County-wide Development Charge Policy	Complete Update in October 2011

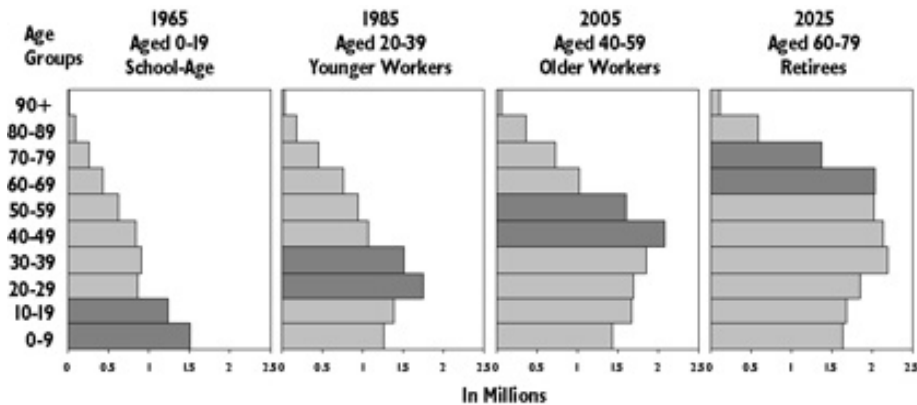
Changes on the Horizon

Communities which are successfully improving the sustainability of their transport networks are doing so as part of a wider program of creating more vibrant, livable and sustainable cities.

Considerations in developing the Transportation Plan include:

- Population growth
 - Population and employment growth in the County and surrounding areas will result in increases to commuter and visitor trips to and from the area.

- An aging population
 - A significant increase in the adult population aged 65 or more will place new and growing demands on transport systems.



Source: Statistics Canada & Ontario Ministry of Finance projections

- Climate change & sustainability
 - Consider policy changes that can encourage a more sustainable transportation system and improve mobility choices.
 - Consider planning and design standards for infrastructure that lessen adverse environmental impacts

Changes on the Horizon cont'd...

- Communities designed around the auto
 - Auto use dominates in most County municipalities given the trip distances and convenience of travel.
 - Average trip length for County residents is 13.2 km; City of Peterborough residents = 6.5km
(2006 Transportation Tomorrow Survey)
 - What measures are practical in rural municipalities to provide choices for travel?
- Changing economic climate
 - Municipalities continue to face budget constraints and cannot keep pace with infrastructure needs
 - Quality of transportation infrastructure and travel efficiency are keys factors influencing an areas future economic capabilities including growth, productivity and competitiveness.
- Energy supply & costs
 - Rising fuel costs could cause people to drive their cars less frequently, carpool more often, reconsider where they live and work, or choose other methods of travel if available (i.e. public transportation)
 - Limited infrastructure and services in rural areas
- Community health
 - There is a growing recognition of the health benefits of more active lifestyles and how transportation infrastructure decisions can support healthy communities



Key Changes Affecting Plan Update

During the last 5 years, the County and the City have updated growth forecasts to comply with the new Provincial Growth Plan: Places to Grow.



- The Growth Plan establishes the Province's vision for managing population and employment growth in the Greater Golden Horseshoe region to 2031.
- The Growth Plan emphasizes infrastructure that links Urban Growth Centres (UGCs). The City of Peterborough is identified as an UGC in the Plan.



Source: Growth Plan for the Greater Golden Horseshoe (2006)

County Official Plan Update (2009)

- Guiding document directing residential and employment growth over the next 20 years

Updated City of Peterborough Transportation Plan

- The City is currently updating its Transportation Master Plan and recommended changes may influence need and timing for County Road improvements
- The City is also initiating a Public Transit Review, which may present new service opportunities

Rail Service to Peterborough

- Planning to reestablish rail service to Peterborough is ongoing and may influence needs in the County

Airport Redevelopment

- The Airport redevelopment may be a catalyst for growth in the Greater Peterborough area and requires changes to the current transportation network

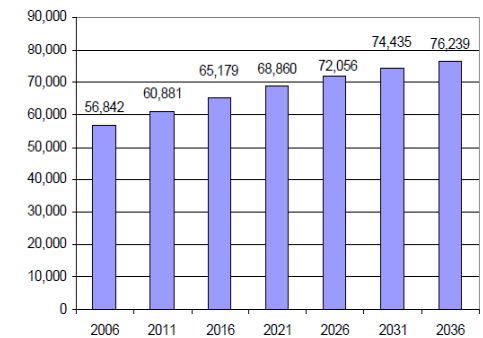
County Growth Forecasts

The population and employment data used to prepare the 2004 transportation plan have been revised to comply with the provincial Growth Plan through an Amendment to the County's Official Plan. The Growth Plan has forecast that the County and City will grow at slower rate than previously estimated

Peterborough County Official Plan Amendment #7 (OPA #7, 2009)

- The County updated its official plan in 2009 to conform with the planning policies of the Growth Plan.
- Based on current trends and future growth factors, growth in the 8 townships in the County are allocated as shown in the chart below.

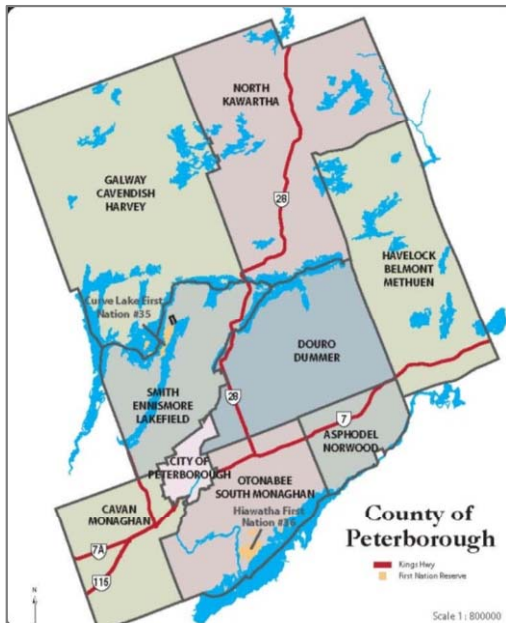
**Projected Population Growth
Peterborough County, 2006 – 2036
Reference Scenario***



Source: Statistics Canada & Lapointe Consulting

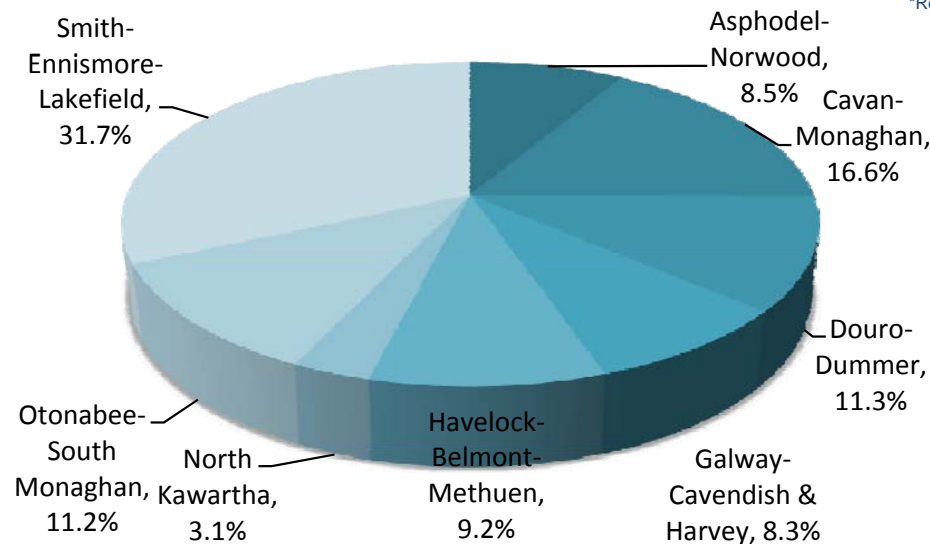
*Reference Scenario is based on current trends

Peterborough County Townships



Source: Peterborough County

**Population Growth Distribution
(% Population Growth 2006-2031)**



Source: Peterborough County OPA #7

City Transportation Plan

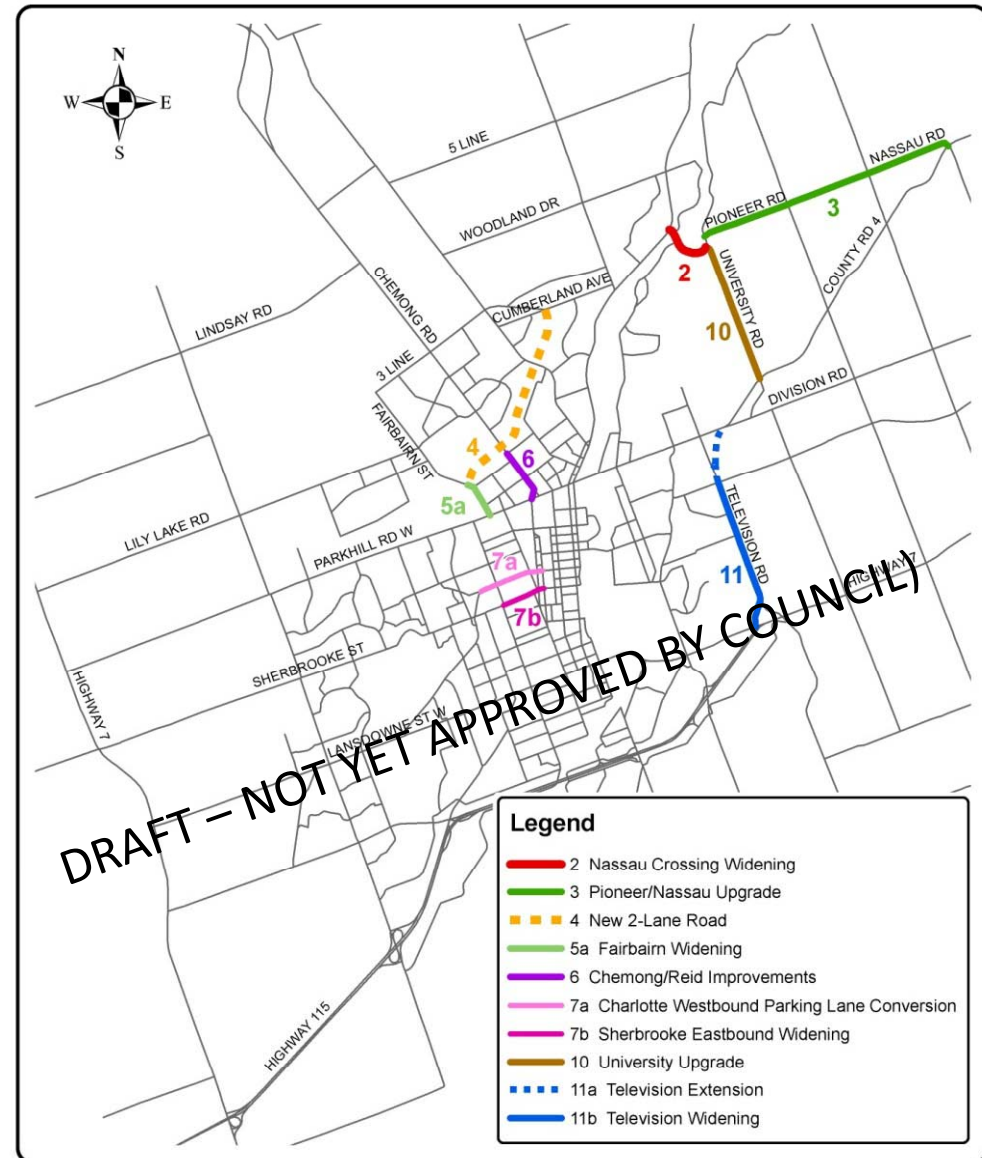
The City of Peterborough updated their Official Plan and is currently finalizing an update to their Transportation Plan

In June 2011, the City presented their preferred road network scenario and the projects associated with it.

Further details regarding implementation timing will be provided in the City's TMP to be released later this year.

- The draft road network plan reconfirmed the need for an efficient east side by-pass route around the City – using TV Road and University Road
- The planned extension of a new roadway connection between Fairbairn St and Cumberland Ave will assist County residents in accessing the Peterborough Regional Health Centre
- Other projects from the previous 2002 plan have been removed due to lower growth forecasts

City of Peterborough Transportation Plan Update
Preferred Road Network Scenario (AD) Proposed Projects



Source: City of Peterborough Transportation Plan Update, Presentation to Council, April 2011

Rail Service to Peterborough

Commuter Rail Service to Peterborough was provided by Via until 1990. Reintroducing rail service to the Peterborough area has been discussed frequently and reviewed through by a number of feasibility studies. The Shining Waters Railway is locally owned group trying to implement the rail service plan.

Daily Ridership Estimates							
Station	1997 Feasibility Study			2007 Feasibility Study			
	1998	2003	2008	2006	2011	2016	2026
Peterborough / Harper Road	318	342	398	102	106	107	114
Pontypool	90	96	112	133	144	155	178
Myrtle	422	478	534	317	333	350	386
Claremont	192	240	294	131	135	141	151
Locust Hill	130	194	268	93	548	856	873
Steeles	474	530	546	-	-	-	-
Agincourt	302	308	341	-	-	-	-
Total Daily Ridership	1,928	2,188	2,466	776	1,266	1,609	1,702
Total Annual Trips	-	-	-	201,760	329,160	418,340	442,520

GO Transit recently introduced Bus Service from Peterborough to Toronto (Union Station) via connections to the Oshawa GO Trains.

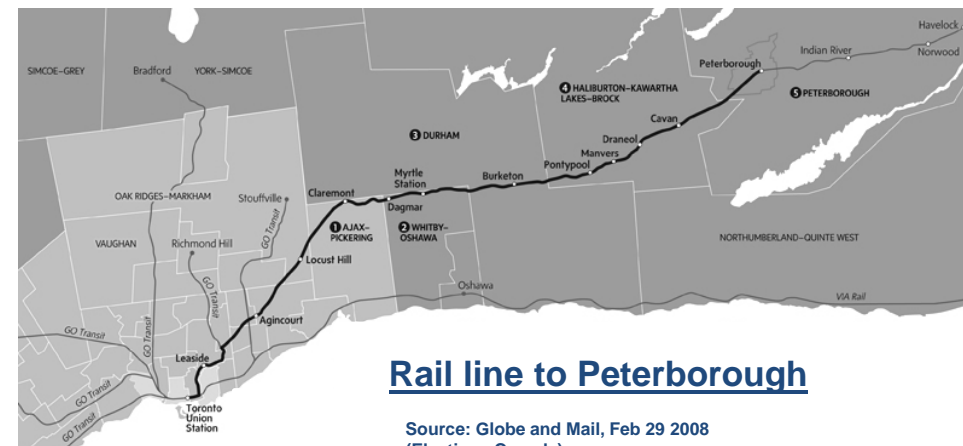
GO Bus stops are at Trent University, Peterborough Bus Terminal, the carpool lot at Crawford Drive and Harper Road, and the carpool lot at Cavan/Millbrook and Highway 115.

❖ In 2006 (prior to introducing GO Bus Service) Peterborough County residents made an average of 190 daily trips to the GTA using transit



Metrolinx, the provincial transportation authority included rail service to Peterborough as part of the “The Big Move”

Source: Metrolinx “The Big Move” - 2008



Rail line to Peterborough

Source: Globe and Mail, Feb 29 2008 (Elections Canada)

Airport Redevelopment

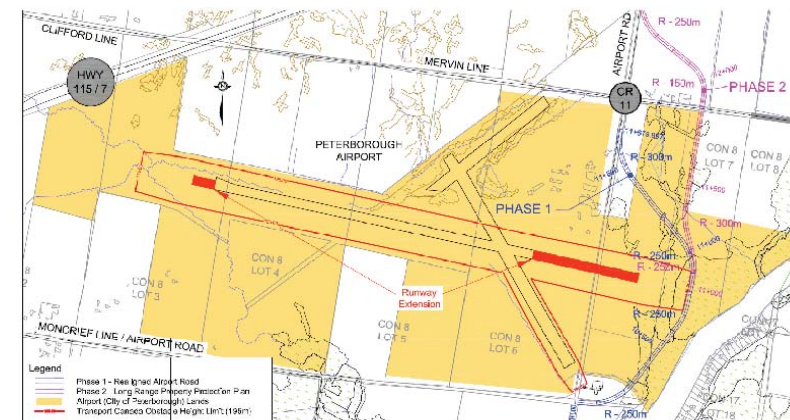
Peterborough Airport is the largest commercial airport between the Toronto and Ottawa areas. To encourage future growth and development at the airport, a redevelopment is being completed to extend and strengthen existing runways and taxiways and upgrade the runway lighting.

- The expansion will enable the airport to continue to grow by offering increased capacity for freight and passenger flights.
- General aviation uses at the airport are anticipated to grow by 2-3% during each planning horizon considered in the Airport Master Plan (short, medium and long term) and the area is expected to support future employment growth.
- Airport Road provides access to the airport and runs in a north-south direction connecting rural areas to the City of Peterborough.
- As part of the airport expansion plans, Airport Road has been closed to allow for extension of the runway.
- The County of Peterborough recently completed a Class EA Study examining the need to reconfigure Airport Road to maintain access to the lands south of the Airport. County Council recently approved the Recommended Plan to realign Airport Road, and endorsed filing the Environmental Study Report for a 30 day review period.
- Upon approval, the County will be the position to construct the realignment of Airport Road as funding permits.



Source: City of Peterborough

Recommended Plan



Scope of the Plan Update

While many of the short term recommendations from the current transportation plan have been implemented, a number of the longer term improvement recommendations have yet to be initiated and will be subject to review as part of this plan update. This is the first update of the existing County of Peterborough Transportation Plan.

The County is inviting the public and other stakeholder groups to participate in the study and to assist the team in updating the plan to address changing trends, emerging needs, and new opportunities. The review will focus on a review and update of:

- Infrastructure Needs – short and long term needs
- Network Analysis – what improvements best address needs?
- Policy & Standards – review and update
- Financial Plan – affordability, priorities, and funding opportunities

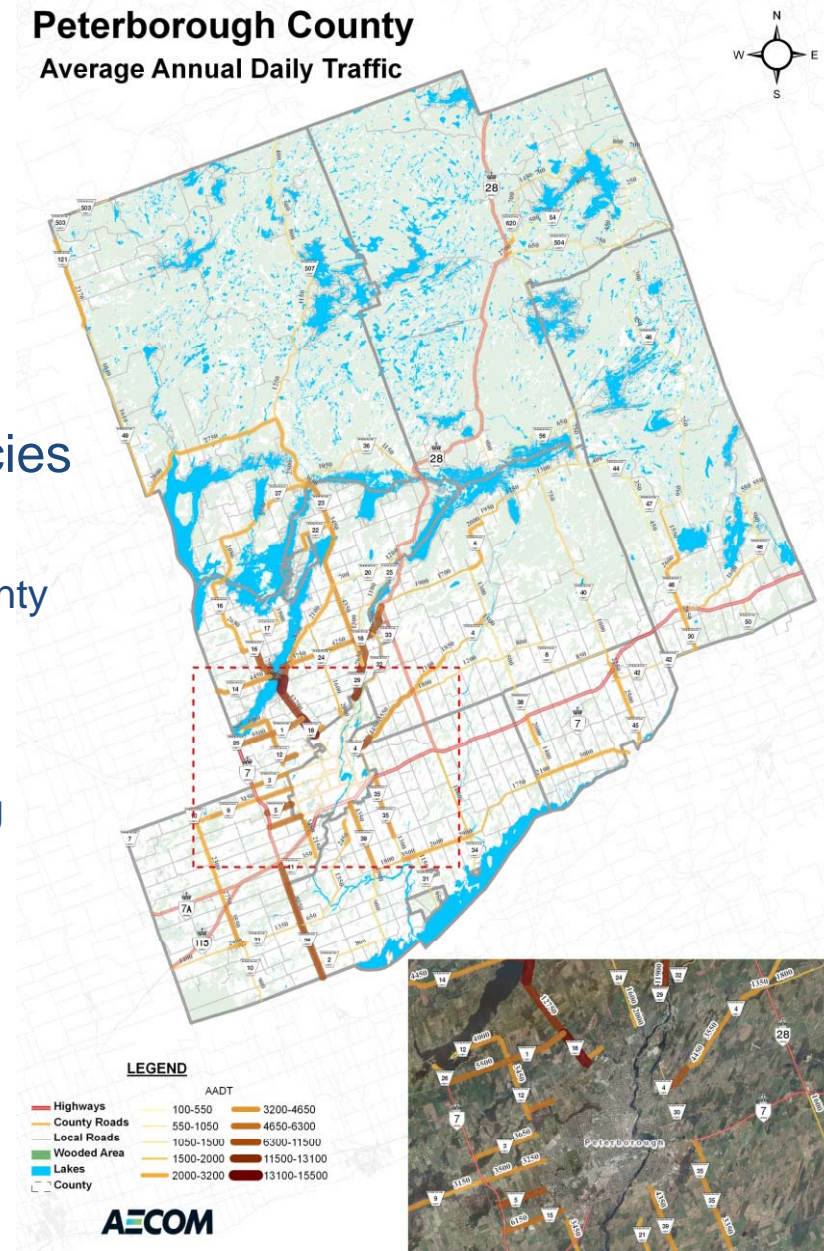
Needs Assessment

- Reviewing existing information and conditions
 - Traffic counts
 - Collision data and trends
 - Relevant background reports and documents
 - Status of recommendations in the 2004 TMP
- Forecasting future demands – identifying deficiencies
 - Integration with Planned City improvements
 - Prepare forecasts of future travel demand on the rural County Road Network and assess capacity deficiencies for typical Average Annual Daily Traffic (AADT) and Summer peak conditions
 - Assess future role of walking, cycling , transit in addressing County travel needs
 - Assess County road capacity deficiencies
 - Consider County road rehabilitation needs

Identify what has been done and what has changed from previous 2004 TMP



Update Transportation Needs Assessment



Network Analysis

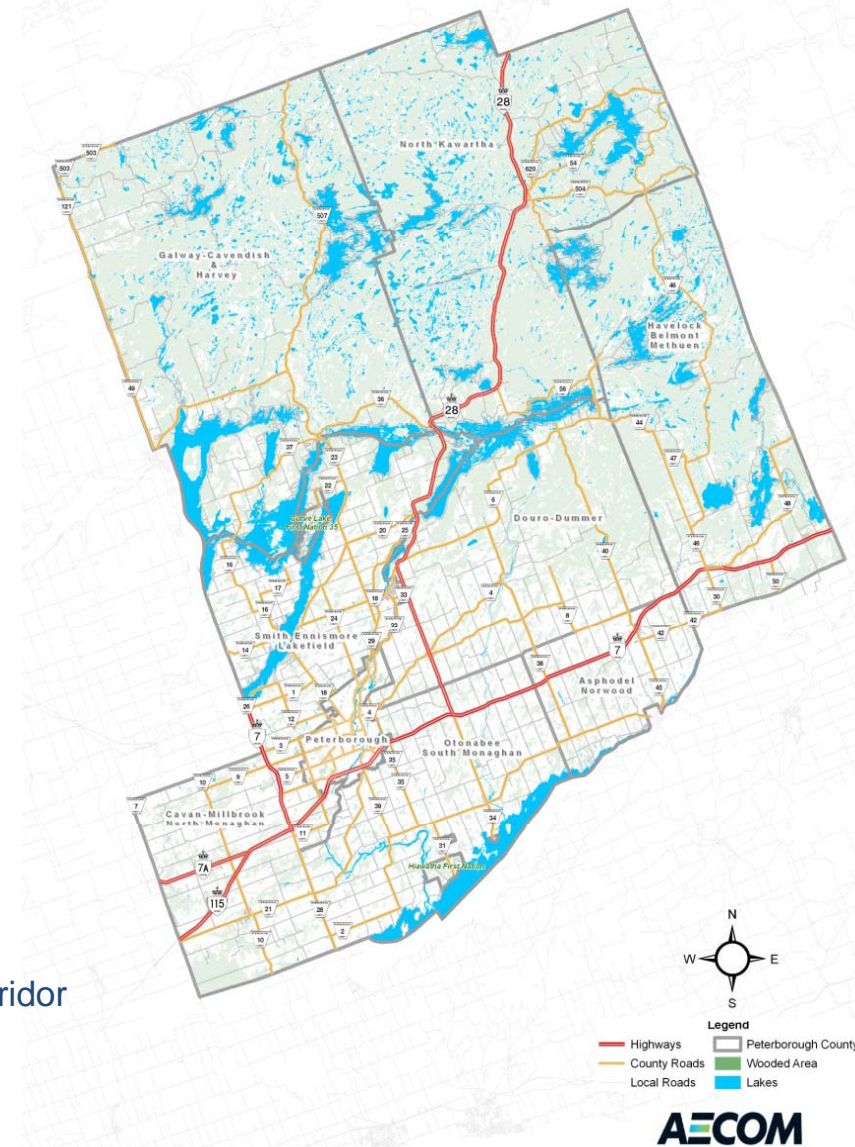
The Network Analysis work will identify long term (2031) improvement needs.

- Development of various improvement scenarios for deficiency areas
- An assessment of environmental conditions and other constraints
- An evaluation of the potential impacts and benefits of each alternative
- Complete technical traffic operations and safety analysis of key intersections

Key issues included in review:

- Review previous work / needs for Bridgenorth By-Pass
- Connectivity to City network
 - Access to PRHC
 - County Road 18 / 29 widening
- Incorporate findings of recent EA studies
 - County Road 28 EA
 - Airport Road Closure EA
- Improvement needs for James Gifford Causeway
 - rehabilitation needed in near future
- Co-ordinate with MTO regarding Peterborough Area and Highway 7 corridor studies

Peterborough County
Study Area Overview



Policy and Standards Review

Walking & Cycling Policies

- Review and update County polices to support active forms of transportation
- Consider best practices of other rural jurisdictions
- Policies for implementation of infrastructure on County Roads and for inclusion in the County Official Plan.

Transit Feasibility

- Review Peterborough Rail Service Feasibility Study and ridership estimates to determine market served and opportunities to serve (increase) ridership to County municipalities;
- Discuss opportunities with City of Peterborough (City Transit Service Review)
- Consider various service options / costs / revenues and ridership levels for each community
- Develop recommendations regarding the feasibility of transit as an alternate mode

Policies & Standards

- Review and update Roadway Classification / Access Management policies
- Review and update design standards (including new features such as roundabouts)
- Review of current warrant criteria (i.e Two-way stop control, All-way stop control; pedestrian crosswalks, reduced speed zones, Community Safety zones, etc.) and update as required



The Region of Waterloo considers roundabouts at every intersection where signals warranted

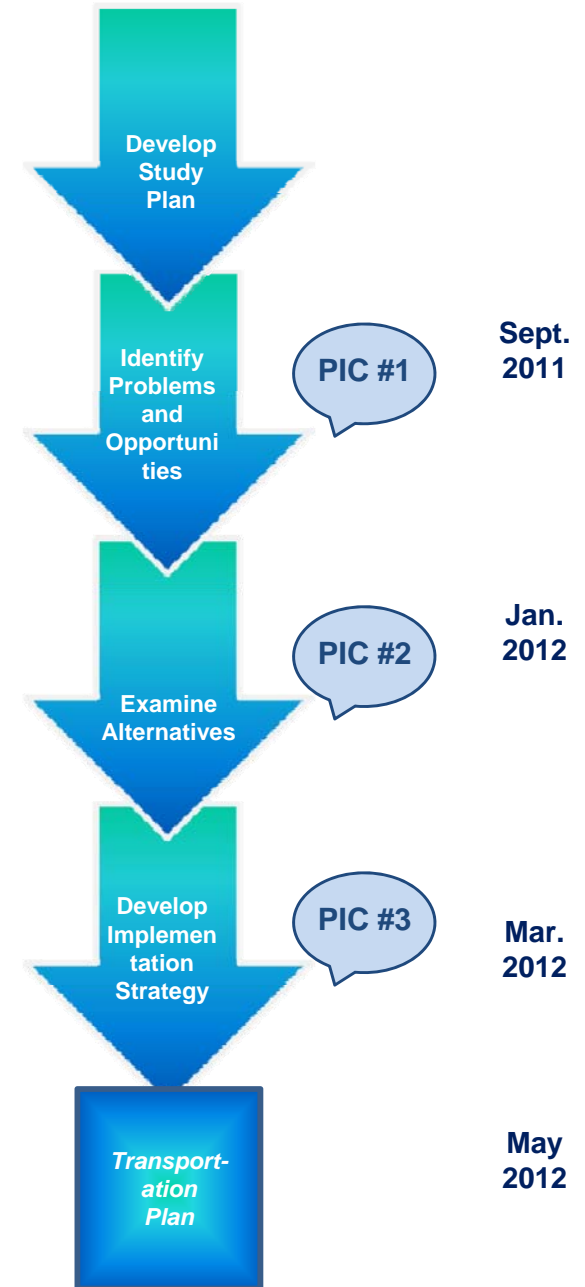
Financial Assessment

- The financial assessment will determine implementation timing and priorities for improvement projects
- The financial assessment will include a review of the timing for improvement projects identified in the City's TMP
 - Opportunities to align works and priorities will be sought where feasible
- The County Public Works Department will help to identify planned rehabilitation needs and the associated costs based on available data / current asset management data
- Assess financial implications of rehabilitation and recommended capital expansion projects versus historical funding levels, development charges, and federal provincial funding sources



Next Steps

- Review public comments
- Complete existing conditions inventory and undertake needs assessment / network analysis
- Identify long term network improvements and areas of deficiency
- Undertake a review of policies and standards and update them in support of active transportation, transit and transportation demand management
- Hold PIC #2 to present draft findings (Jan / Feb 2012)
- Develop an implementation plan to support the development of the ten and twenty year capital program
- Update Transportation Plan including final road network recommendations and plans for updating cycling and walking components of Master Plan



Comments / Questions

Your comments are welcome and very important to this study.
Please fill in a comment sheet and deposit in the comment box.
Alternatively, you can send you comments by mail, fax or email to:

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Comments are requested by October 19, 2011.