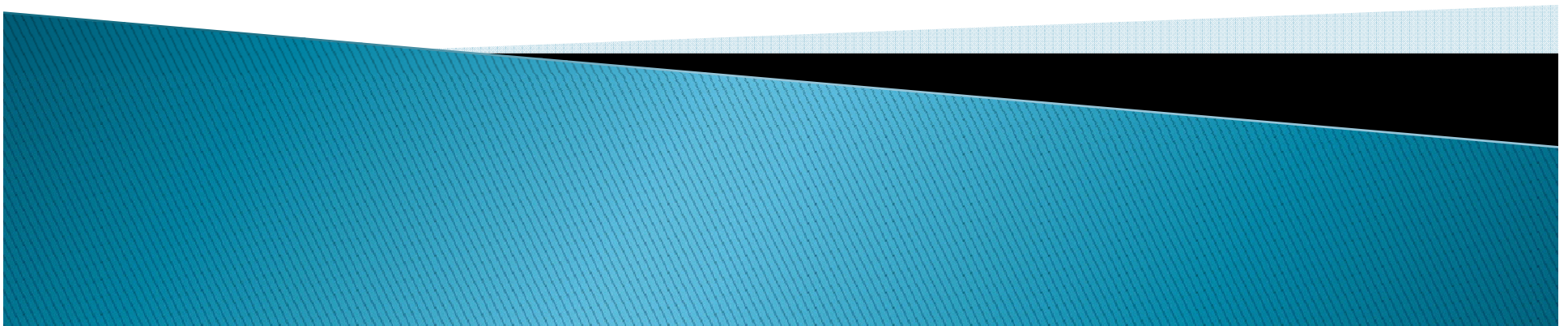


# Official Plan Amendment #24

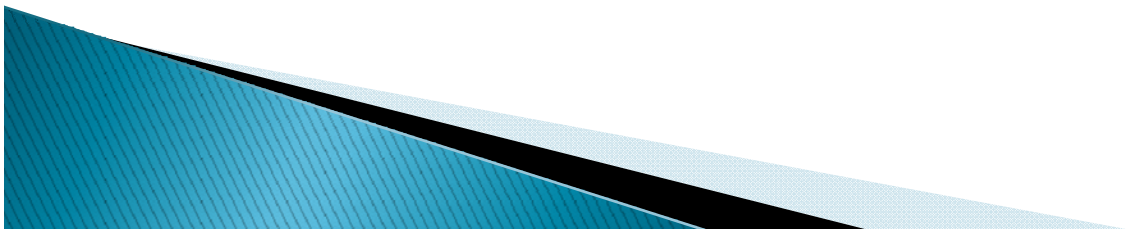
PROPOSED COLLECTOR ROADS

January 17, 2010



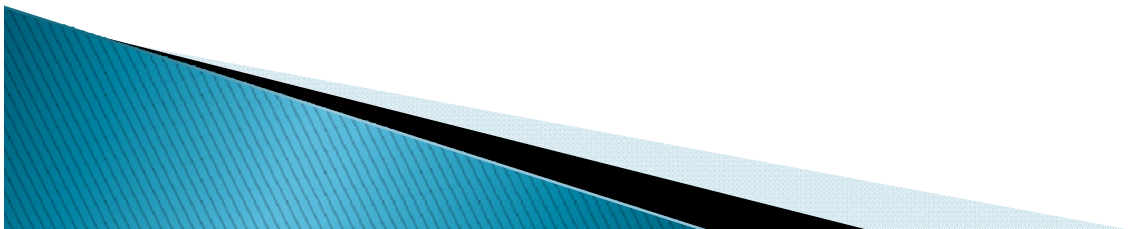
# Outline

- ▶ Background
- ▶ Existing Collector corridors
- ▶ Proposed Collector corridors
- ▶ Construction standard
- ▶ Discuss impacts of re-designation
- ▶ Options



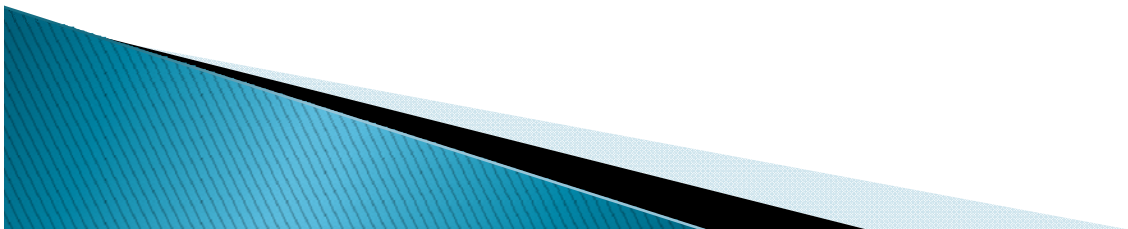
# Corridor Hierarchy

- ▶ Responsible transportation system needs functional corridor hierarchy for safe and efficient movement of people
  - Private
  - Local
  - Collector (minor and major)
  - County / Arterial
  - Provincial



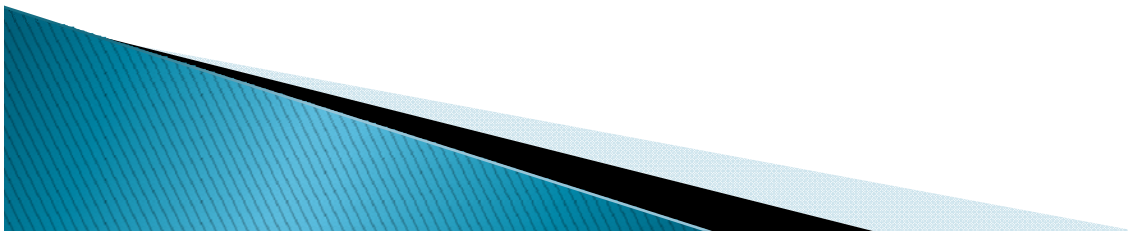
# Purpose of Collector Corridor

- ▶ Connect upper tier (provincial and county) roads to the local network
  - convenience of movement
- ▶ Equal provision of access to property and movement of people
  - provide lesser access to abutting properties than local roads
- ▶ Anticipated to carry over 200 vehicles during peak hour (10% of total daily)



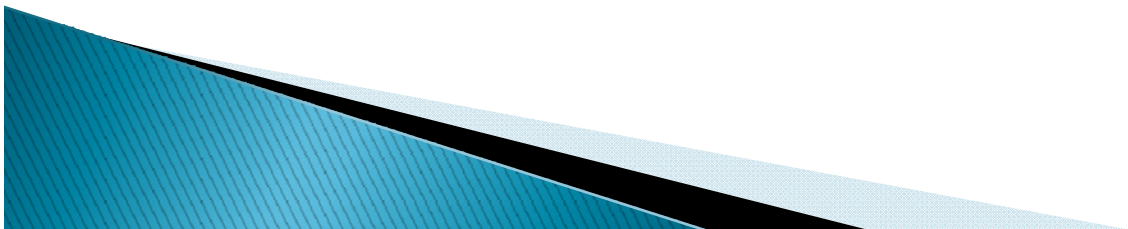
# Official Plan Reference

- ▶ Existing right-of-way remain 20m but expand the road right-of-way width to 26 m by way of developer conveyance
- ▶ Establish distances between roads as Collector to Collector, 600m & Collector to Local, 300m
- ▶ “new individual lot access onto Collector roads shall be discouraged”.



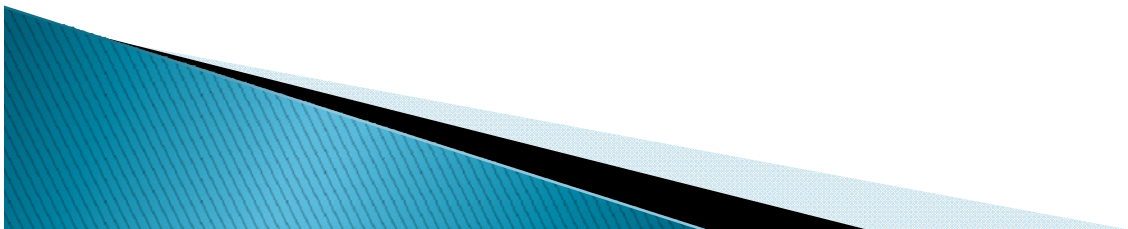
# Why re-designate as Collector?

- ▶ Transportation Study, March 2010
- ▶ Corridor will carry a higher level of traffic (pedestrian/ cyclist/ vehicle) than typical local
  - Traffic gravitates to convenient corridors
- ▶ Ensure widenings are obtained from development for safe and efficient movement of people
- ▶ Set appropriate Development Charges



# If not re-designated?

- ▶ Lose the opportunity to obtain widenings during development applications
  - limit ability to provide improvements
- ▶ Defer developer or upper tier funding
  - need to utilise taxation to pay for upgrades later
- ▶ Increased pedestrian /cyclist /vehicle conflicts on corridor not designed for heavy traffic

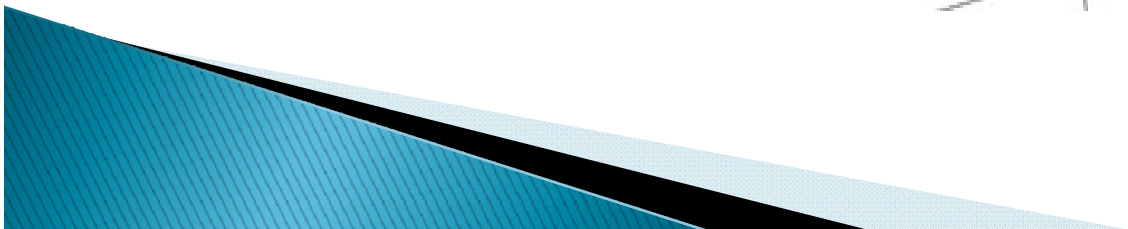


# Current Collector Roads

LORA BAY AREA



CRAIGLEITH AREA

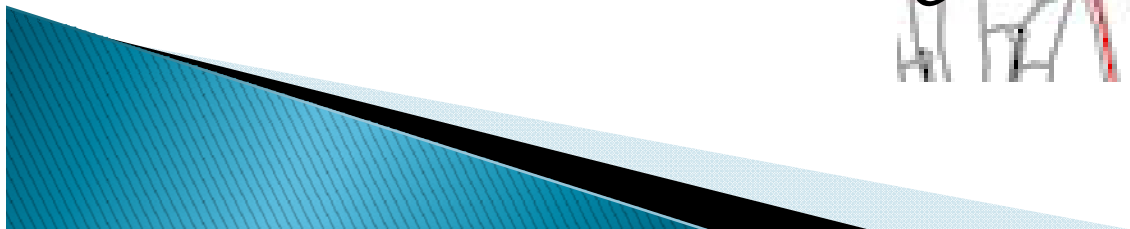
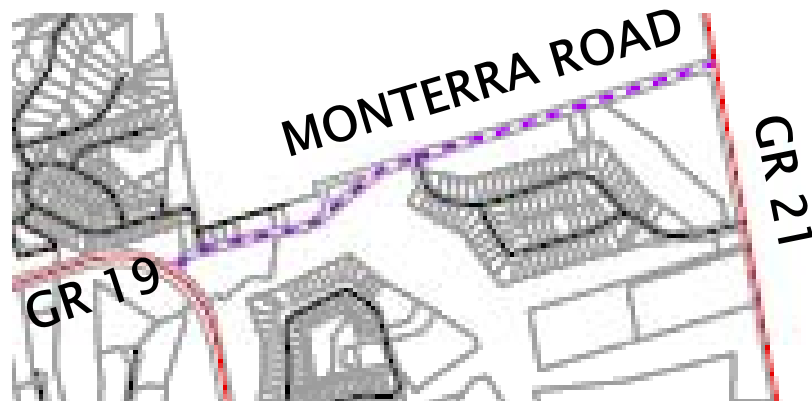


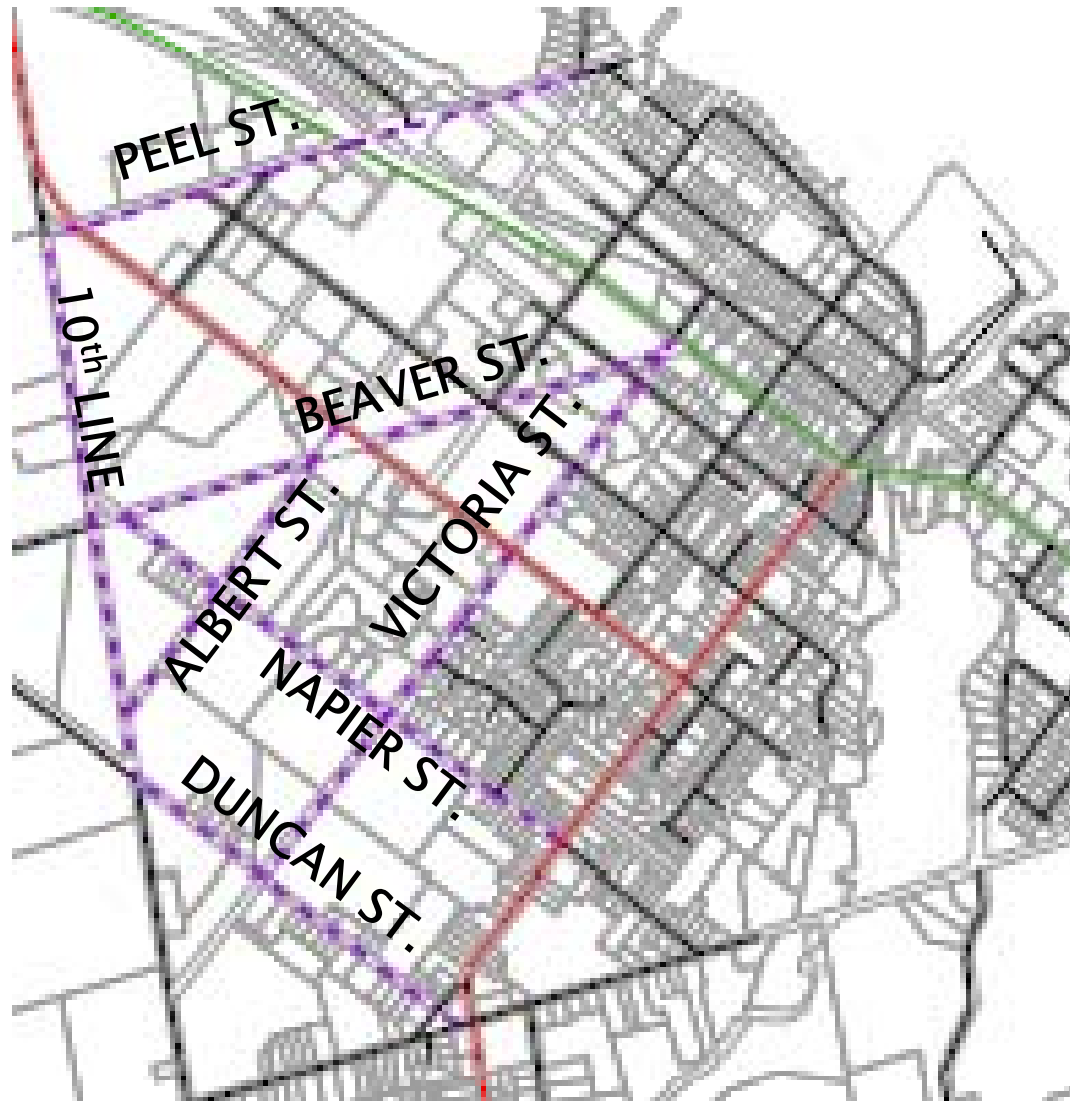
# Proposed Collector Roads



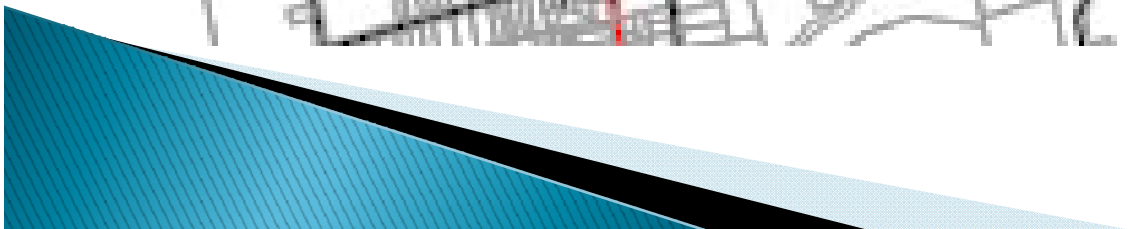
Formally County Road 33

Formally County Road 21

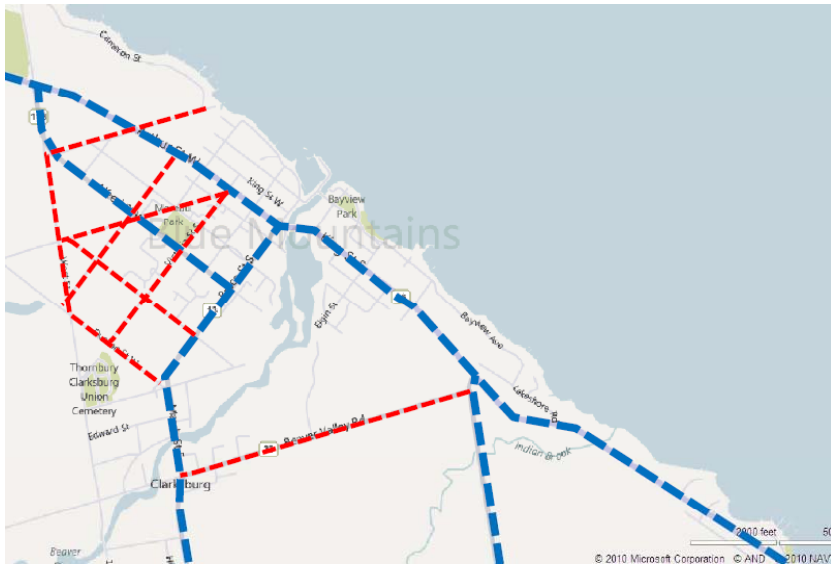




# Proposed Collector Roads – Thornbury West



## THORNBURY



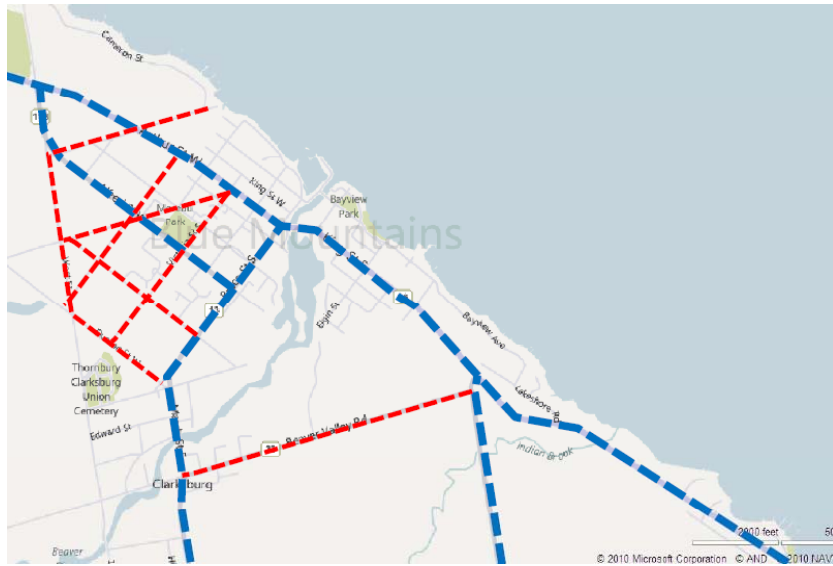
## COLLINGWOOD



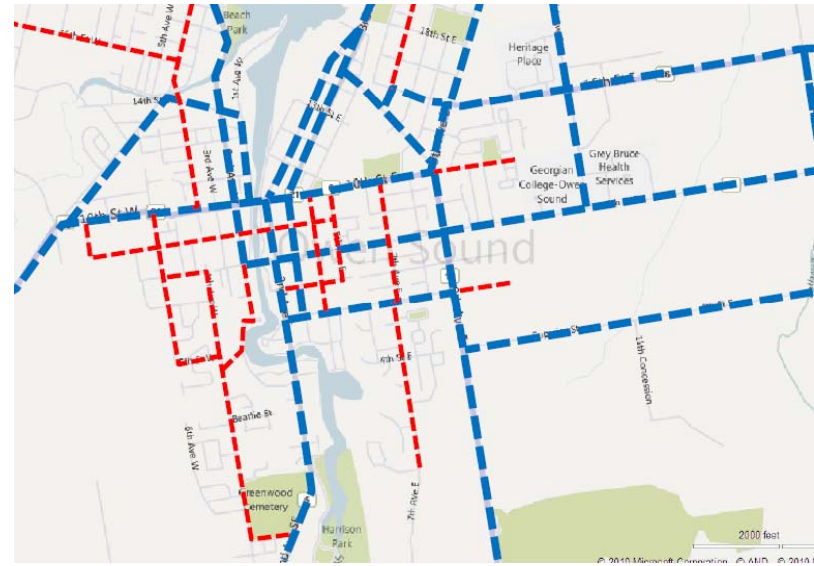
— — — — — Highway/Connecting Link/County Road/Arterial

- - - - - Collector

# THORNBURY



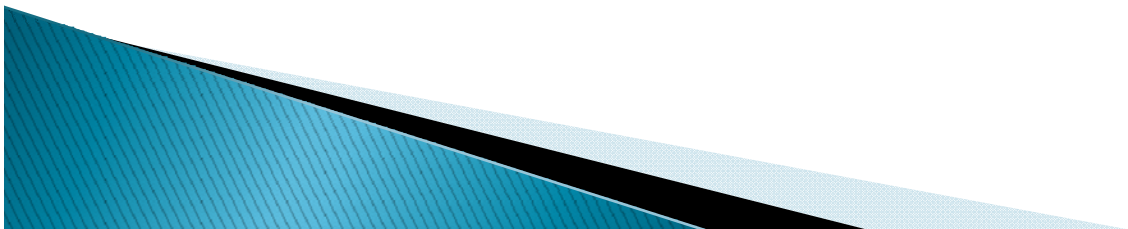
# OWEN SOUND



- Highway/Connecting Link/County Road/Arterial
- Collector

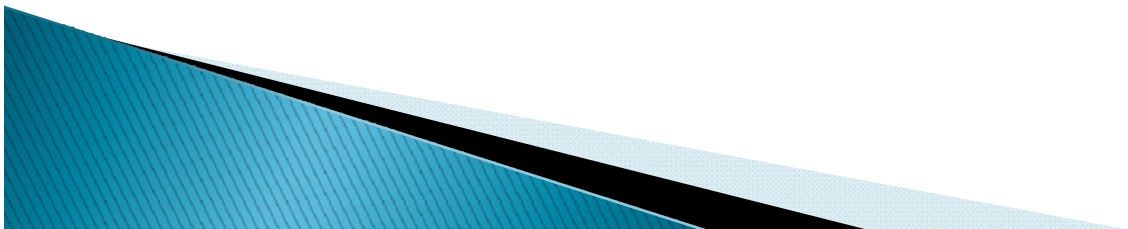
# Timing of Roads Upgraded

- ▶ Improvement as development proceeds and/or traffic patterns demands
- ▶ Any geometric deficiencies corrected
  - hills, curves, sight lines
- ▶ Built to urban standards or otherwise set by the Council of the day
  - Design criteria given the anticipated traffic load at the time of construction.



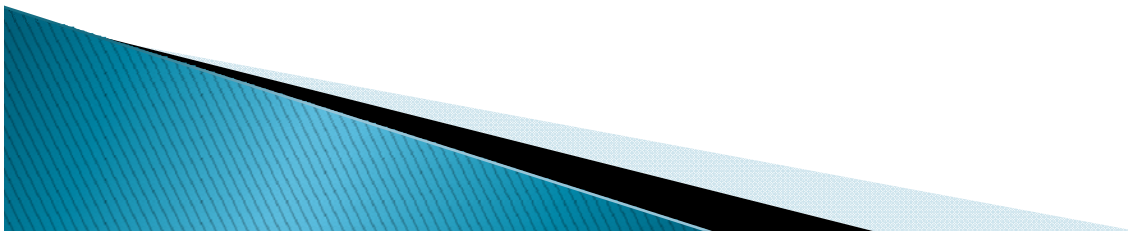
# Construction Standard

- ▶ Town Engineering Standards
  - list general design criteria
- ▶ Widening allows flexibility for provision of
  - sidewalks on both sides of the road
  - bike lanes (on or off road)
  - widened travel lanes
  - widened parking lanes
  - turning lanes
  - traffic lights (presently not anticipated)



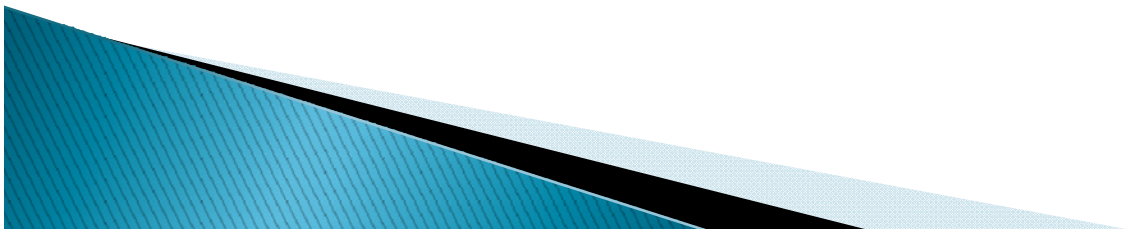
# Construction Standard

- Storm water – sewers or maintain open ditching
- More open space for streetscape improvements
  - tree planting, boulevard/median amenities, soft surface trails, fixtures and other non-standard features where space permits.



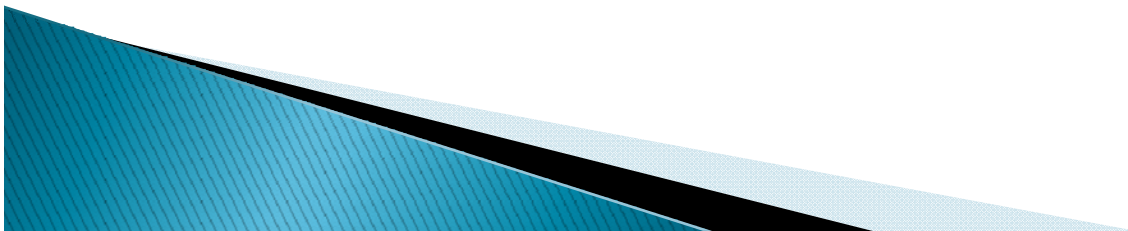
# Impact on Residents

- ▶ Short-term
  - No or little impact or change.
- ▶ Long-term
  - obtain road widening from adjacent developers
  - area property owners may be approached for corridor widening at fair market value
  - construction interruption
    - unlikely within 10 years, likely more than 40 years till build out



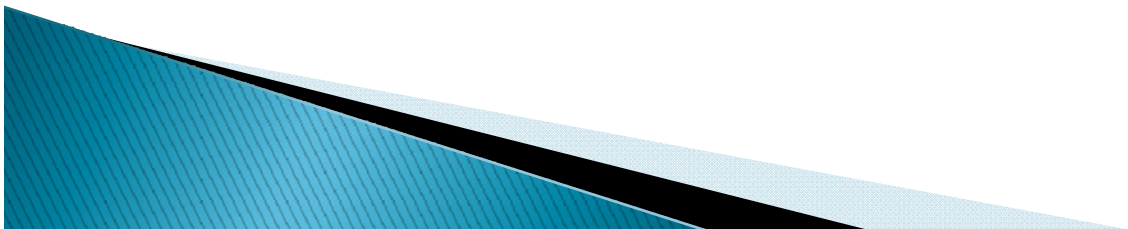
# Impact on Traffic

- ▶ Short-term
  - no change to the amount of traffic
- ▶ Long-term
  - traffic (pedestrians, cyclists, vehicles) will start to utilise the corridors more intensively as development proceeds
    - corridors currently utilized by traffic to move through the area and will continue to be so in the future
  - No plans for aggressive traffic calming or diversion



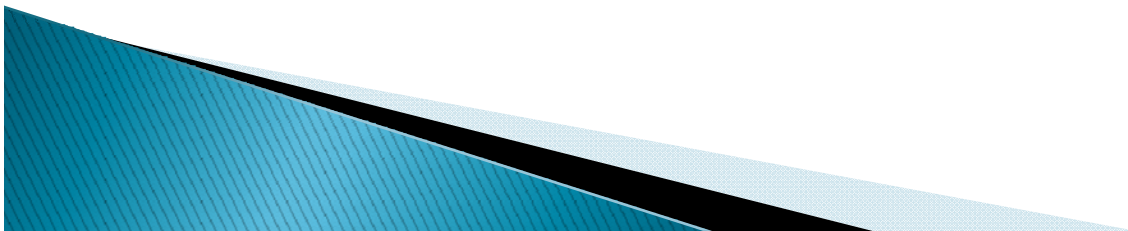
# Impact on Development

- ▶ Collector improvements dependent on pace of development
  - Improvements will not go forward until development of the adjacent lands proceeds
- ▶ Development will pay for improvement



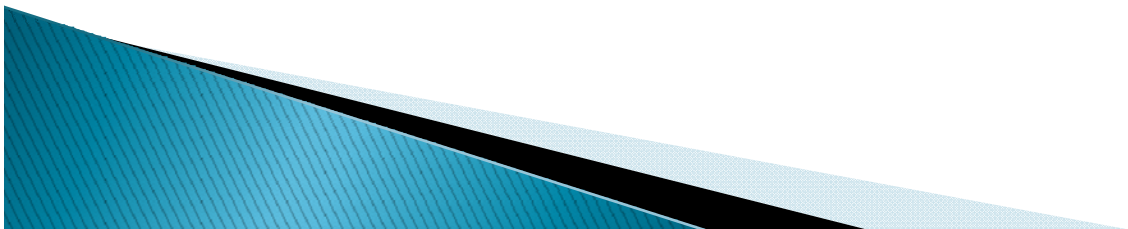
# Impact on Road Conditions

- ▶ Short-term
  - no change to the road platform
- ▶ Long-term
  - collector corridors will be improved to the then current engineering standards



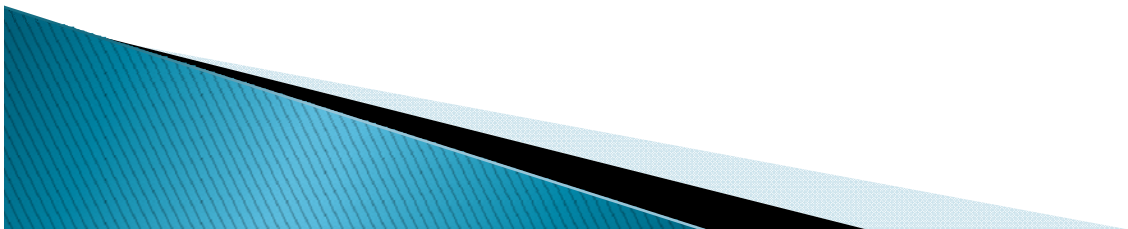
# Other Impacts

- ▶ Water and Sewer
  - will be installed similar to Local road.
- ▶ Sidewalks and Greenspace
  - Wider right-of-way allowances provide more opportunity for widened or double sided sidewalks, bicycle lanes and improved streetscaping including greenspace, trees and plantings.



# Options

- ▶ Approve list of Collectors as recommended
- ▶ Modify list of Collectors
- ▶ Defer decision until overall Official Plan Update



# Summary

- ▶ Town needs responsible corridor hierarchy for safe and efficient movement of pedestrians, cyclists and vehicles
- ▶ Transportation Study recommended corridors for Collector Road status based on transportation engineering standards
- ▶ Town has discretion to accept or modify recommendation

