

MUNICIPALITY OF NORTH PERTH TRANSPORTATION MASTER PLAN FREQUENTLY ASKED QUESTIONS (FAQs)

March 19, 2024

1. What is a Transportation Master Plan?

A Transportation Master Plan (TMP) is a strategic planning document that defines the actions to strengthen and support the different elements of the transportation system.

The TMP responds to the Corporate Strategic Plan goals that have been set in the Community Development Section under Transportation Options:

Priority 4.3 North Perth Is Easy To Move Around And There Are Diverse Transportation Options

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| •Implement the Transportation Master Plan | |
| •Establish an alternative transportation corridor for commercial truck traffic | |

2. Why did North Perth prepare a Transportation Master Plan?

The Municipality prepared the TMP to identify the road and active transportation (walking and cycling) facility improvements and supporting policies and programs required to meet transportation needs to the year 2041 (and beyond) in North Perth. The objectives of the plan are to:

- establish a clear vision for the transportation network that will accommodate planned growth and development in the Municipality;
- articulate a local “Made in North Perth” approach to transportation that aligns with the unique features of the community and respects the Municipality’s vision; and
- provide a policy framework and other guidance to support sustainable transportation practices and liveable communities.

More specifically, the Municipality aims to establish an integrated active transportation (trail) network and identify a long-term solution to traffic congestion and safety concerns on Main Street through downtown Listowel through the TMP.

3. How did the Municipality consult with the public and stakeholders in preparing the Transportation Master Plan?

The Engagement Program for the project offered the public, First Nations, public agencies, and participating stakeholders a variety of opportunities to learn about and provide input into the TMP. The program featured four rounds of outreach and included:

- public notices
- project webpage and online surveys hosted on the Municipality’s **Your Say North Perth** engagement portal

- social media posts
- three Public Information Centers
- targeted stakeholder sessions
- presentations to Municipal Council

4. What did we hear through consultation?

Participants in the Engagement Program offered a range of comments on transportation needs and opportunities in North Perth. Key messages included:

- A “by-pass” remains crucial to divert truck traffic not intending to visit downtown Listowel and relieve pressure on an already congested road network. The assessment of potential by-pass route(s) needs to consider a multitude of factors, including route attractiveness, connectivity to local truck destinations and industries, impact on existing rural roads, and impact to adjacent rural residential and agricultural properties.
- The entire length of Wallace Avenue presents challenges to movements across this principal road corridor. For the north segment concerns relate to traffic signals and vehicular movement, while for the south segment issues pertain to vehicle speeds and pedestrian crossings.
- Local trails attract visitors and residents, but the network needs further connections to “finish” the system, particularly new linkages in the rural areas to connect those residents to existing trails. Additionally, the sidewalk network in Listowel needs to be expanded to provide convenient and safe access to key destinations, particularly schools and core area businesses. Expansion should be in a coordinated manner together with operational considerations for safe crossings and signalization. Further, the incorporation of new cycling routes, complementing existing on-road facilities and the trail system, is needed to provide safe, continuous options for all ages and abilities.
- Transportation planning for the broader system in North Perth needs to consider opportunities for alternate travel methods in the future, including public transit options and newer technologies like e-bikes.

5. How are the Transportation Master Plan recommendations implemented and when?

The TMP provides a forward-looking strategy to guide the planning, coordination, and implementation of an integrated, sustainable transportation system capable of satisfying mobility needs for people and goods in North Perth. The plan serves as a “blueprint” for action by Municipal Council, setting out 44 recommendations to implement the strategy in the more immediate (within the next five years) and longer (beyond five years) terms. Implementation will be aided through several tools, including:

- Annual Budgets and Development Charge By-laws to provide the necessary financial resources;
- Land Use Planning Process to facilitate implementation through policy direction set out in the Official Plan and the review and approval of development applications;

- Environmental Assessments to move forward with certain infrastructure improvements; and
- Guideline Documents to specify design specifications and recommended operating and maintenance procedures.

Realistically, the Municipality cannot move forward with all recommended actions immediately given resource considerations. An implementation strategy will be developed following Municipal Council endorsement of the plan. Municipal staff will review the strategy annually when preparing budgets and prioritize remaining actions based on prevailing needs and resource availability. Financial and other considerations may necessitate staged implementation of certain recommendations.

Successful implementation of the TMP will ultimately depend on the cooperation and active participation of many stakeholders, including the Municipality, Perth County, the Province of Ontario, other public agencies, the local business and development community, and North Perth citizens. The TMP provides a framework for collaboration between parties and will be relied upon to guide the Municipality's future transportation decisions and actions.

6. What does the Transportation Master Plan recommend to address concerns about trucks on Main Street through downtown Listowel?

Several factors contribute to this condition, including:

Main Street through downtown Listowel regularly experiences traffic congestion, most evidently at the Main Street and Wallace Street intersection. Of all factors, trucks using Main Street arguably pose the most significant impact on downtown traffic conditions. Excessive truck volumes, particularly heavy vehicles passing through town and not destined to Listowel, contribute to this bottleneck, posing safety, environmental, human health, and economic impacts on the community.

To preserve and enhance the character of the central area and support a community-focused, pedestrian-oriented, business friendly, and sustainable downtown core, longer-distance through truck traffic is no longer suited to travel through downtown Listowel on Main Street. The narrow right-of-way, on-street parking, and pedestrian activity within the corridor are incompatible with excessive heavy vehicle use. The diversion of truck traffic to a suitable alternative has the potential to reduce traffic congestion, enhance safety for all road users, help mitigate undesirable environmental effects (like noise and air pollution), and improve the attractiveness and social environment of the downtown core.

After assessing different alternatives to address these concerns, the TMP recommends establishing a **Truck Route Along Existing Roads** to divert non-destined heavy vehicles around Listowel. The figure below illustrates the recommended truck routes, which are denoted based on quadrant divided along Mitchell Road South/Wallace Avenue North (Highway 23) and Perth Line 86 (i.e., southwest (SW), northwest (NW), southeast (SE) and northeast (NE)). Implementing the routes is expected to improve traffic conditions downtown but not be as costly or impactful as creating a bypass road.



The TMP recommends implementing the proposed truck route in stages, beginning with an “east-west” route (Alternative SW2 + Alternative SE3) via Mitchell Road South/Highway 23 (between Perth Line 86 and Line 84), Line 84 (between Highway 23 and Perth Road 147), and Perth Road 147 (between Line 84 and Perth Line 86).

This would be followed by a complementary “north-south” route (Alternative NW1) via Perth Line 86 (between Mitchell Road South and Road 165), Road 165 (between Perth Line 86 and Line 87) and Line 87 (between Road 165 and Mitchell Road South/Highway 23).

During the consultation period on the Draft TMP, the Municipality heard concerns about the impact of the proposed routing along Mitchell Road South/Highway 23 (Alternative SW2) on adjacent residential properties. Acknowledging the route comprises a Provincial highway (whose role and function includes accommodating heavy vehicles) and is considerably less costly to implement, this segment could serve as an interim solution and other opportunities to create this connection should be explored.

Similarly, if the Municipality decides to develop a truck route in the northeast quadrant at some future time to offer a less circuitous option to by-pass downtown Listowel for travel between the north and east, Alternative NE4 should be considered first based on the evaluation findings. Opportunities to connect Highway 23 and Perth Road 140 further to the north, for example using Line 88 as an extension of Perth Road 88, should also be explored to leverage existing infrastructure and potentially reduce costs.

7. When will the truck route be implemented?

Municipal Council has not approved the truck route yet nor earmarked funding in any approved capital budget or long-range financial forecast for implementation. Factoring in the time needed for planning

and design with the financial considerations (an indicative cost exceeding \$16.545 million to construct Alternative SE3 and Alternative NW1), it will likely take many years to construct the truck route.

If Municipal Council approves the truck route following the adoption of the TMP, its likely the Municipality will begin implementation with the segment of Line 84 between Highway 23 and Perth Road 147 (Alternative SE3), followed by Road 165 between Perth Line 86 and Line 87 and Line 87 between Road 165 and Mitchell Road South/Highway 23 (collectively Alternative NW1). It is anticipated that each component will require at least five years to complete, with further detailed investigations needed prior to commencing work.

8. Is there a time limit on the Transportation Master Plan recommendations?

There are no formal time limits on the TMP recommendations. The plan remains in effect as a policy document of Municipal Council until such time as its modified, replaced, or rescinded. The recommended actions can proceed to implementation at any time and do not expire after a defined period.

That said, regular reviews and updates of the TMP allow for the ongoing assessment of the performance and effectiveness of the plan. Establishing this stable transportation planning cycle ensures the plan strategies can respond to unforeseen conditions and imprecise assumptions, remain relevant, and fulfil the Municipality's transportation vision and goals.

Generally, master plans should be reviewed every five years to determine the need for a formal update. The need to renew the TMP should also be examined in conjunction with similar assessments of the Municipality's Official Plan and Development Charges Background Study.