

# Township of Essa

## Transportation and Trails Master Plan



Public Open House #2

March 19, 2024



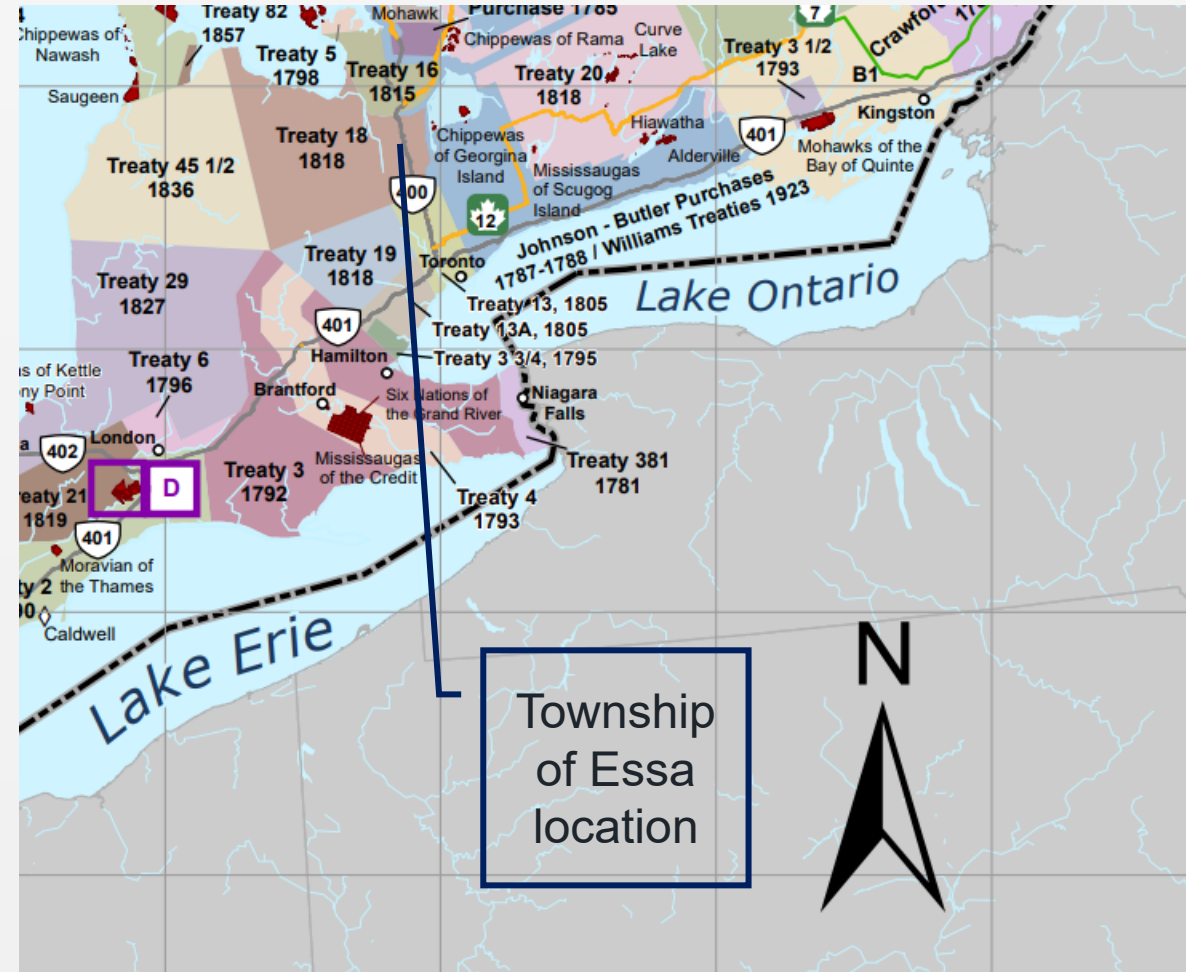
# Indigenous Land Acknowledgement

We acknowledge the land that our community safety and well-being planning will take place on is the traditional land of the Anishinaabe People.

The Anishinaabe include the Ojibwe, Odawa, and Potawatomi Nations, collectively known as the Three Fires Confederacy. It should be noted that the Wendat and the Haudenosaunee Nations have also walked on this territory over time.

In times of great change, we recognize more than ever the importance to honour Indigenous history and culture and are committed to moving forward in the spirit of reconciliation, respect and good health with all First Nation, Métis and Inuit people and our community as a whole.

As representatives of the people of the Township of Essa, we are grateful to have the opportunity to work and live on these lands.



**Source:** Provincial Government of Ontario (2022). First Nations and Treaties.



# Introductions and Meeting Objectives

1

Provide an overview of the Transportation and Trails Master Plan Development Process

2

Present recommendations for Roads, Active Transportation, and Trails

3

Discuss recommended strategies for pedestrian crossover locations, traffic calming measures, and parking in the Township

4

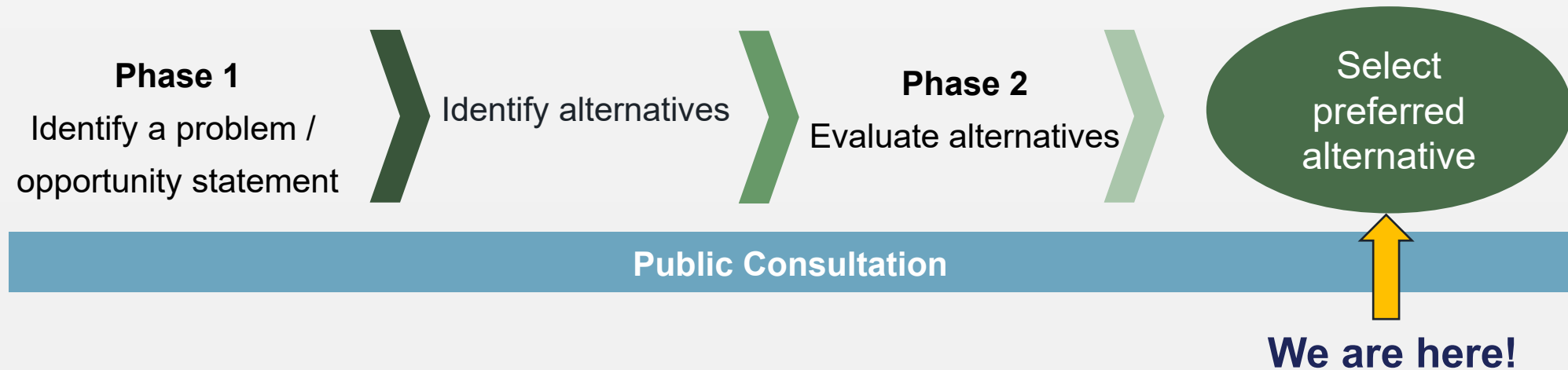
Gather feedback to finalize and complete the Transportation and Trails Master Plan



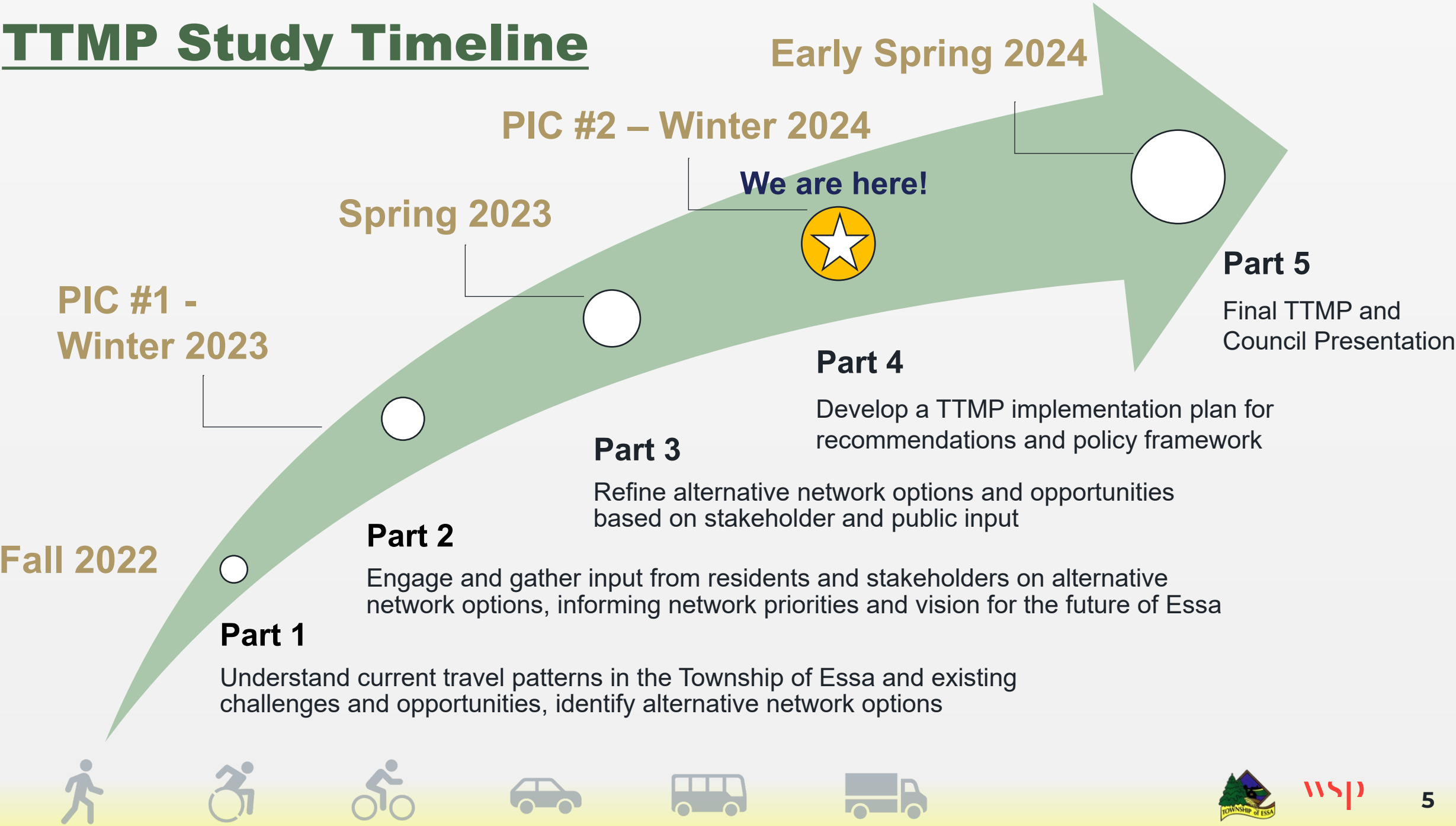
# TTMP Development Process

The **Municipal Class Environmental Assessment (E.A.)** provides a process in accordance with the E.A. Act for municipal **infrastructure projects**.

Master plans, such as this Transportation and Trails Master Plan, are **required to complete Phases 1 and 2** of the five phases of the Municipal Class E.A. process. The **plan is being completed consistent** with approach 1 of the E.A. Master Planning process and will include:



# TTMP Study Timeline





# TTMP Working Vision

A vision for transportation has been established for the Township of Essa to reflect the priorities of the community and the Township's strategic objectives looking to the future. The vision reads as follows:

To provide a multi-modal network that allows users of **all ages and abilities** to **access all modes of transportation**, contributing to a **connected** and resilient community. The success of the Plan will be based on its ability to accentuate Essa's unique natural and rural areas, while accommodating future travel demands as the community continues to grow. Its success will be based on the implementation of achievable and relevant programming looking to the 20 year planning horizon.

The vision for Essa's transportation future integrates FOUR key principles:



Accommodate future growth and associated travel demands



Promote equitable and accessible travel for all ages and abilities



Integrate traffic calming measures to enhance safety



Improving connectivity for all modes of transportation to create resilient communities







# Active Transportation and Trails Network Options



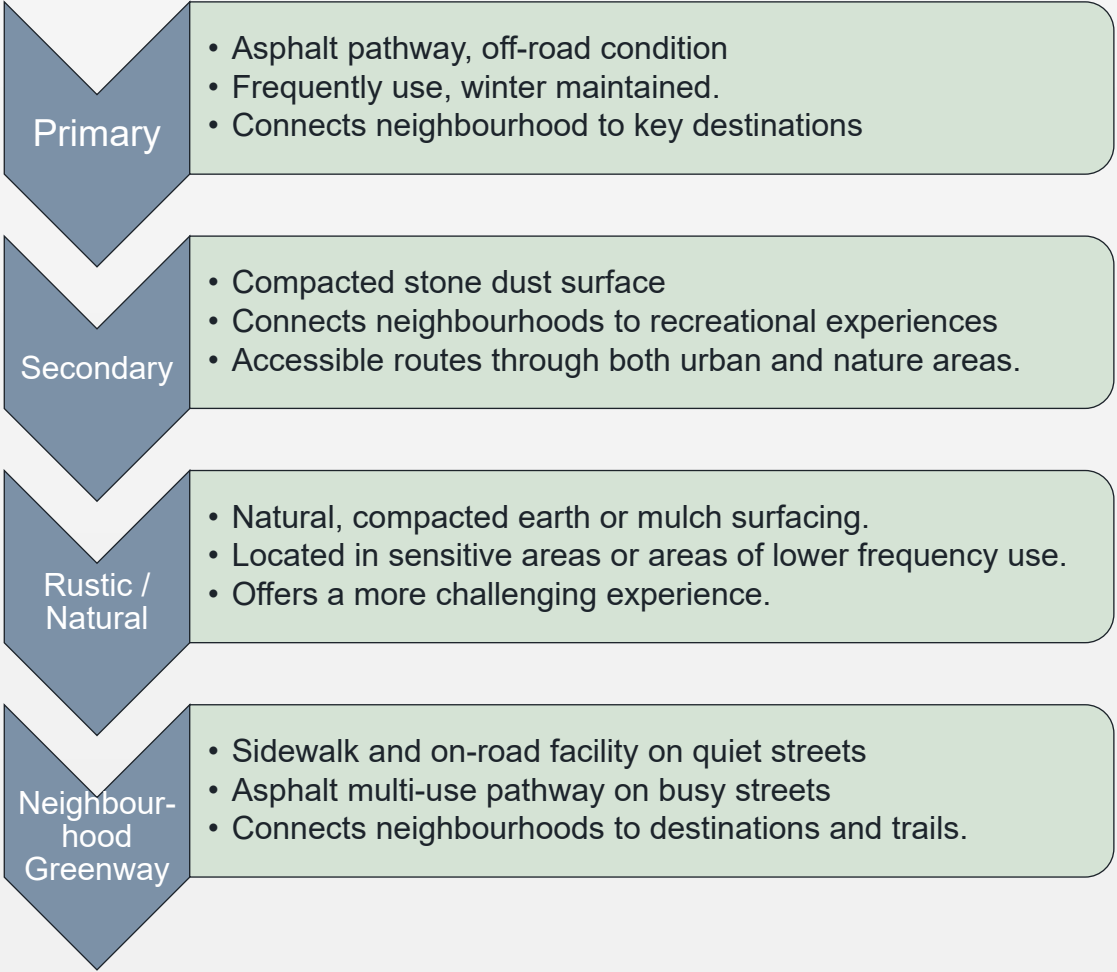
# Trails Overview

- Based on the existing conditions, trends, best practices, and design standards, **98.84km of new trail is proposed.**

Trail Type		Trail Width	Proposed Length (Meters)
Primary Trail (Type 1)		3.0	15,201
Secondary Trail (Type 2)		2.6	32,565
Nature Trail (Type 3)		1.5	1,344
Neighbourhood Greenway (Type 4)		2.0	49,725
Total Proposed Trails:			98,835

- The proposed trail network is shown on the following maps, which includes proposed upgrades to existing facilities.
- Recommendations to address accessibility and safety have also been identified.

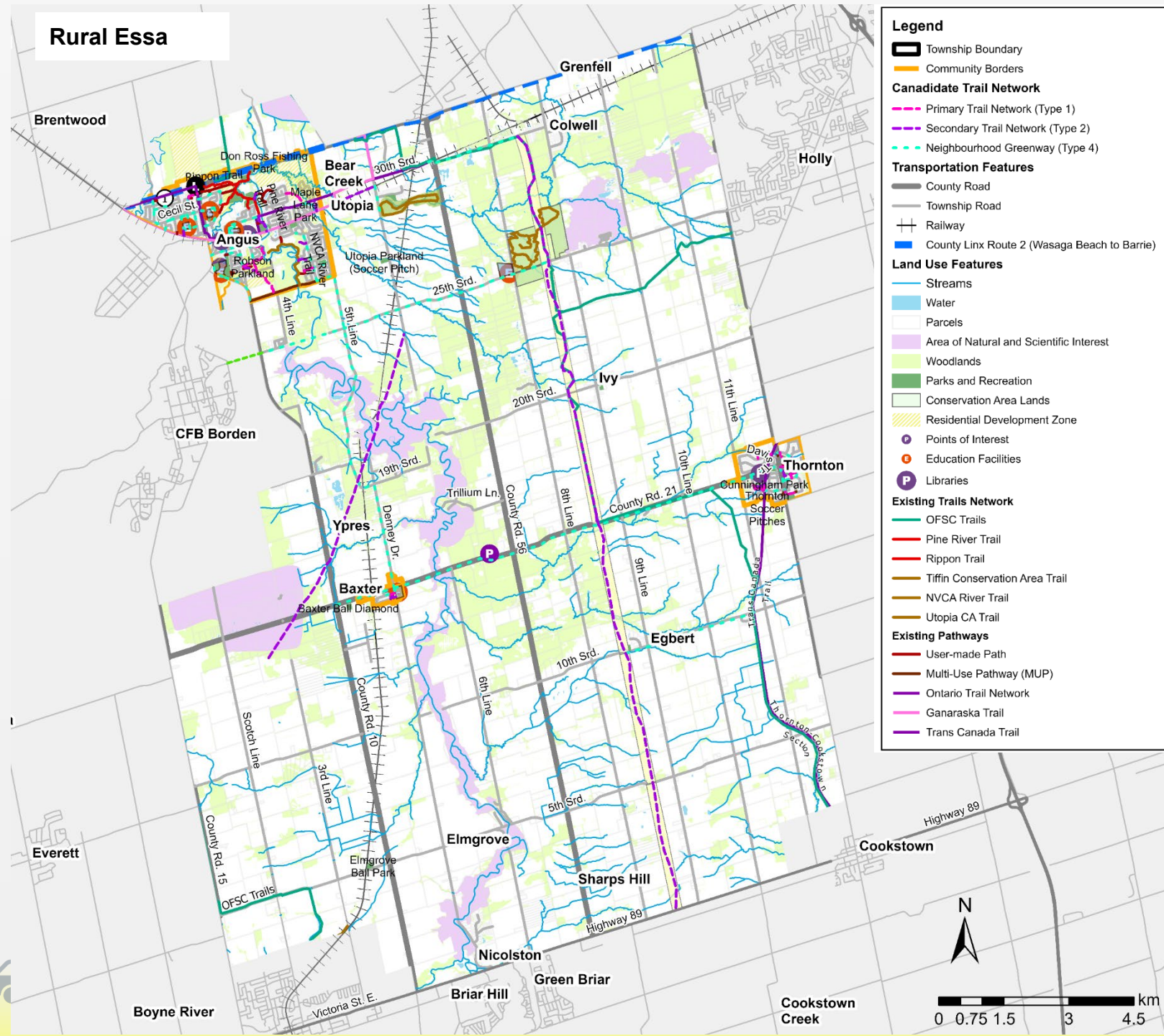
## Proposed Trail Typologies:



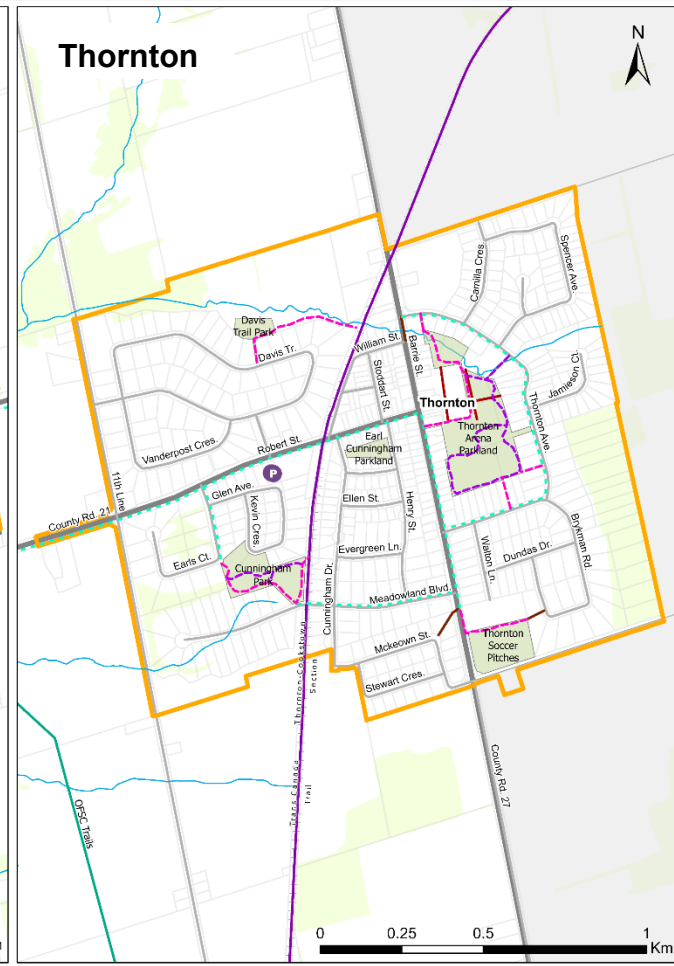
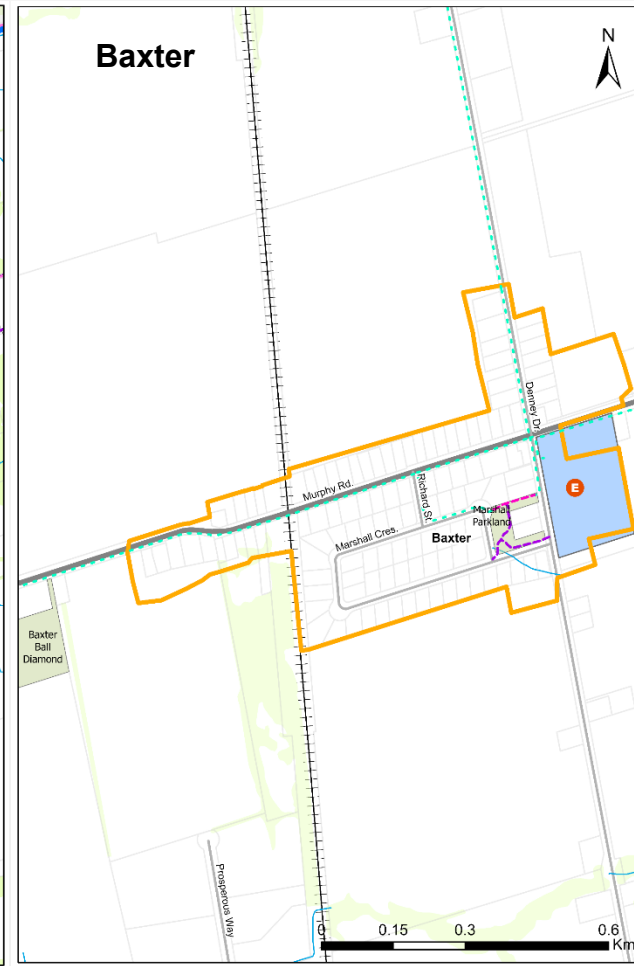
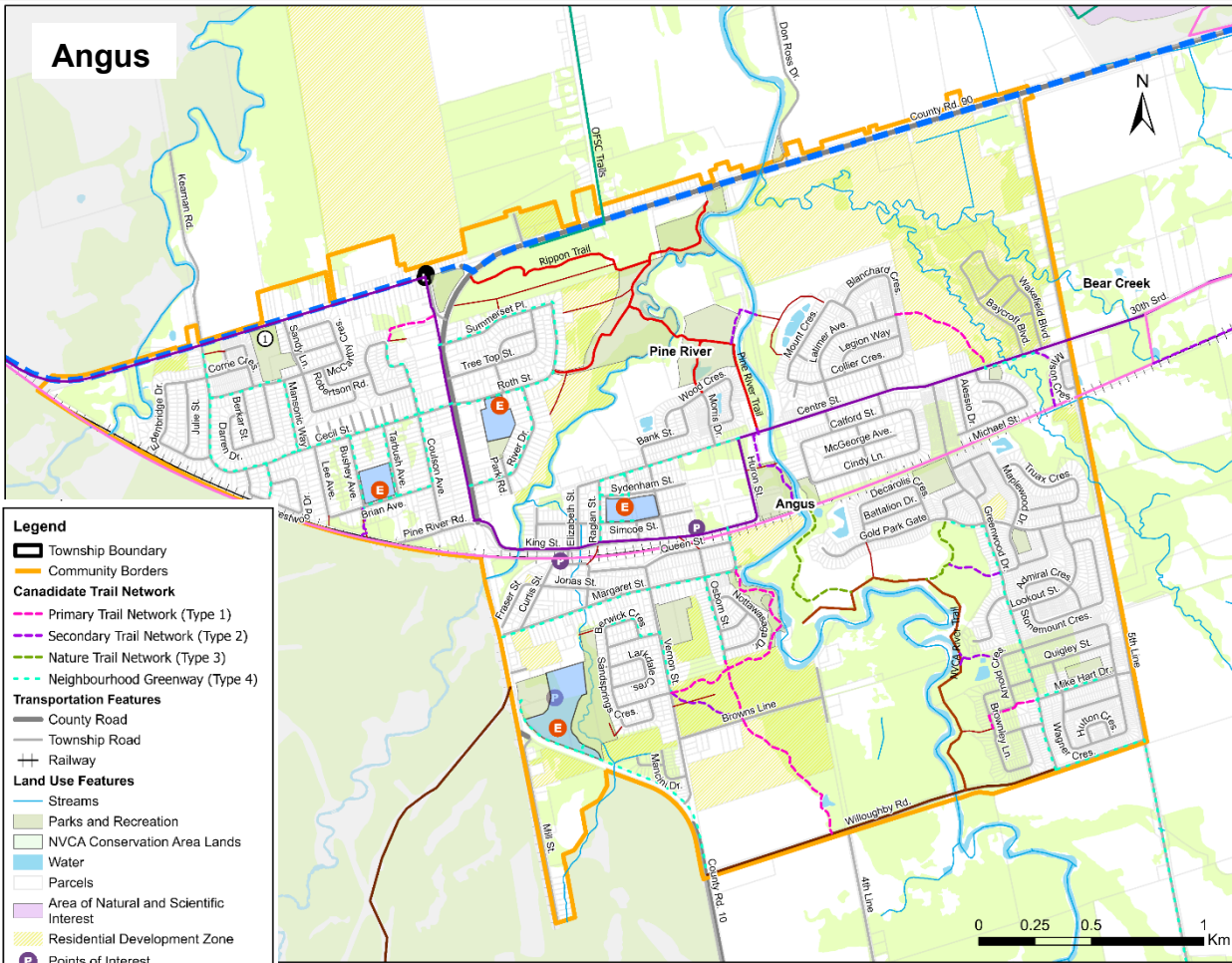


## Key Highlights:

- 



# Proposed Trail Network





# Parks Overview

The Township of Essa has approximately:

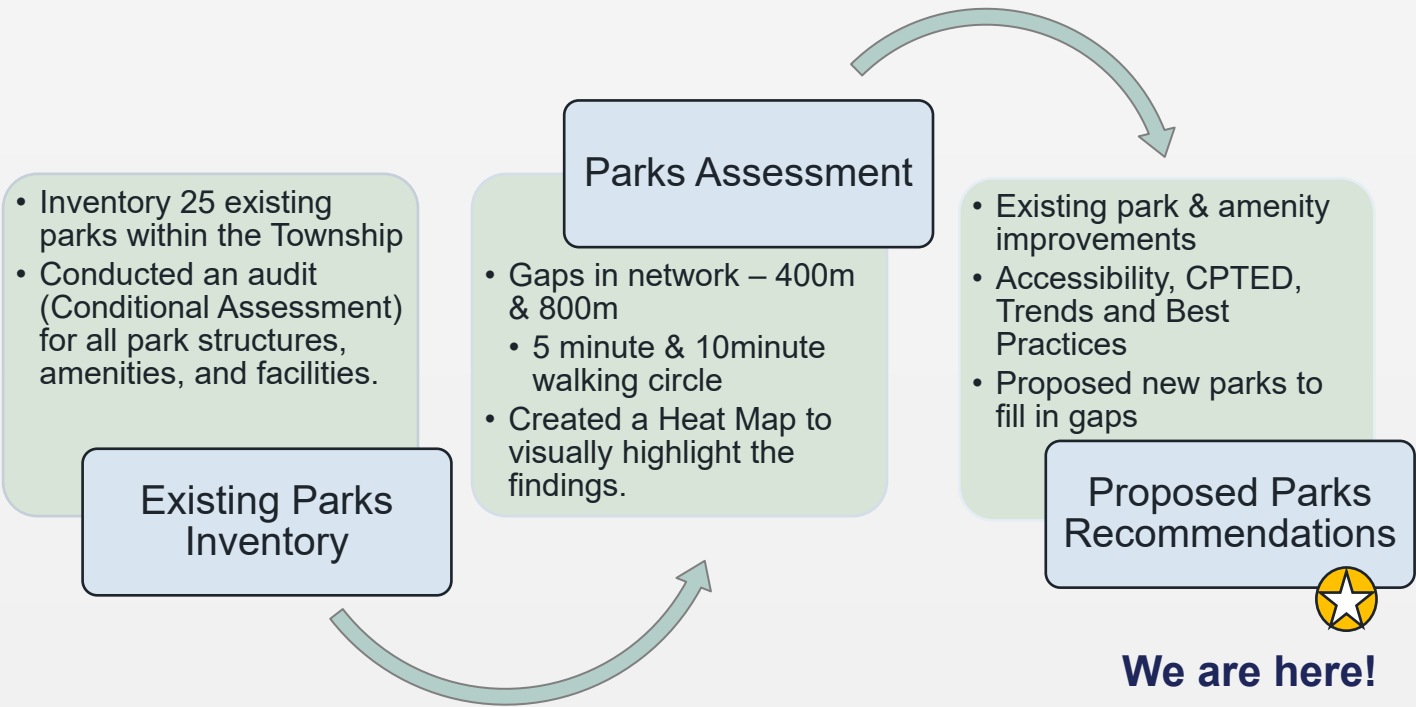
- 25 existing parks,
- 20 playgrounds, and
- a variety of sports facilities.

A conditional assessment audit found:

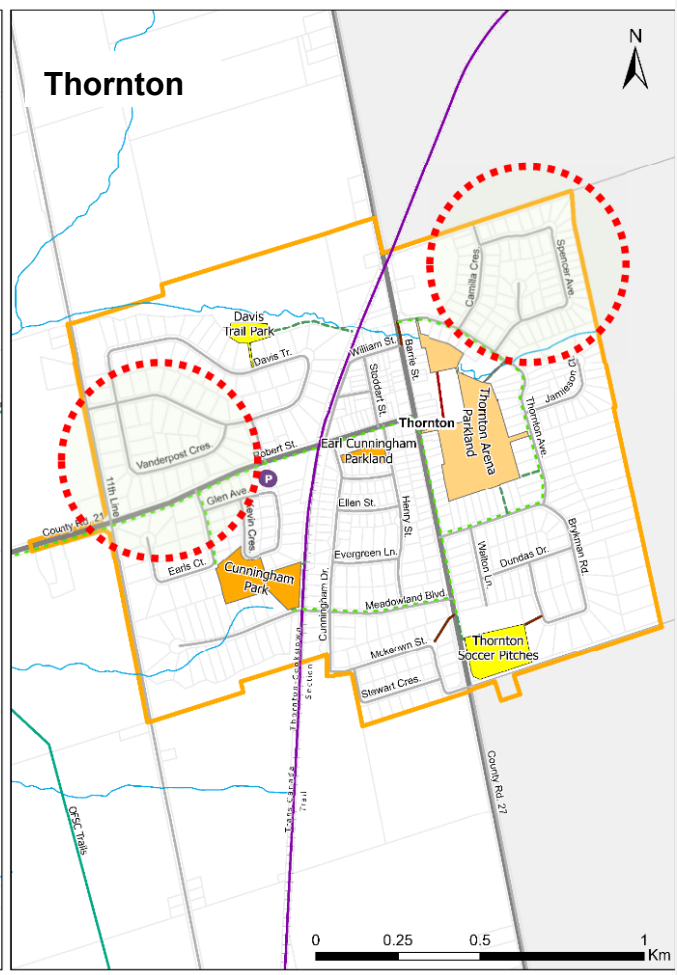
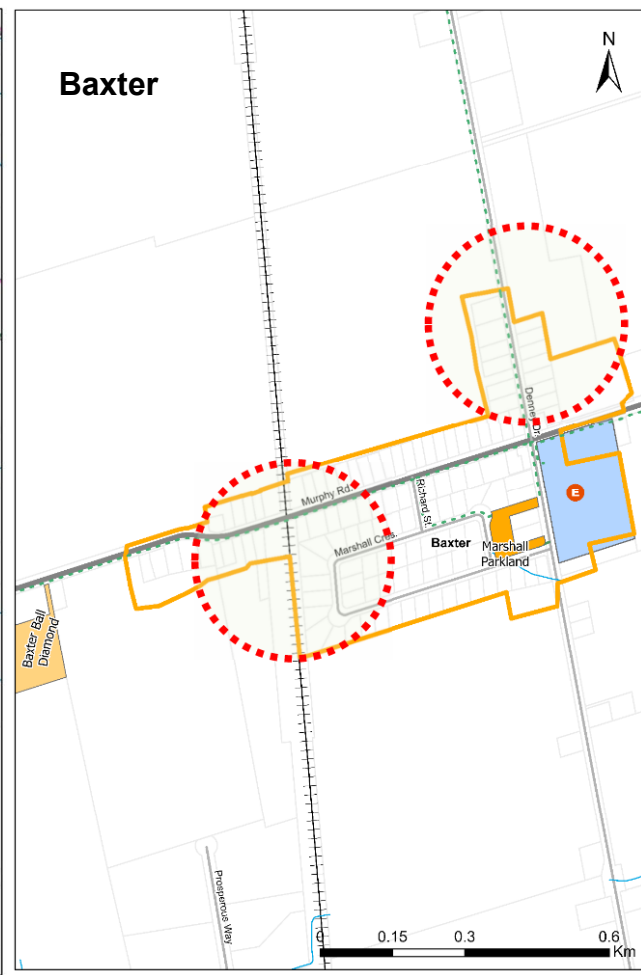
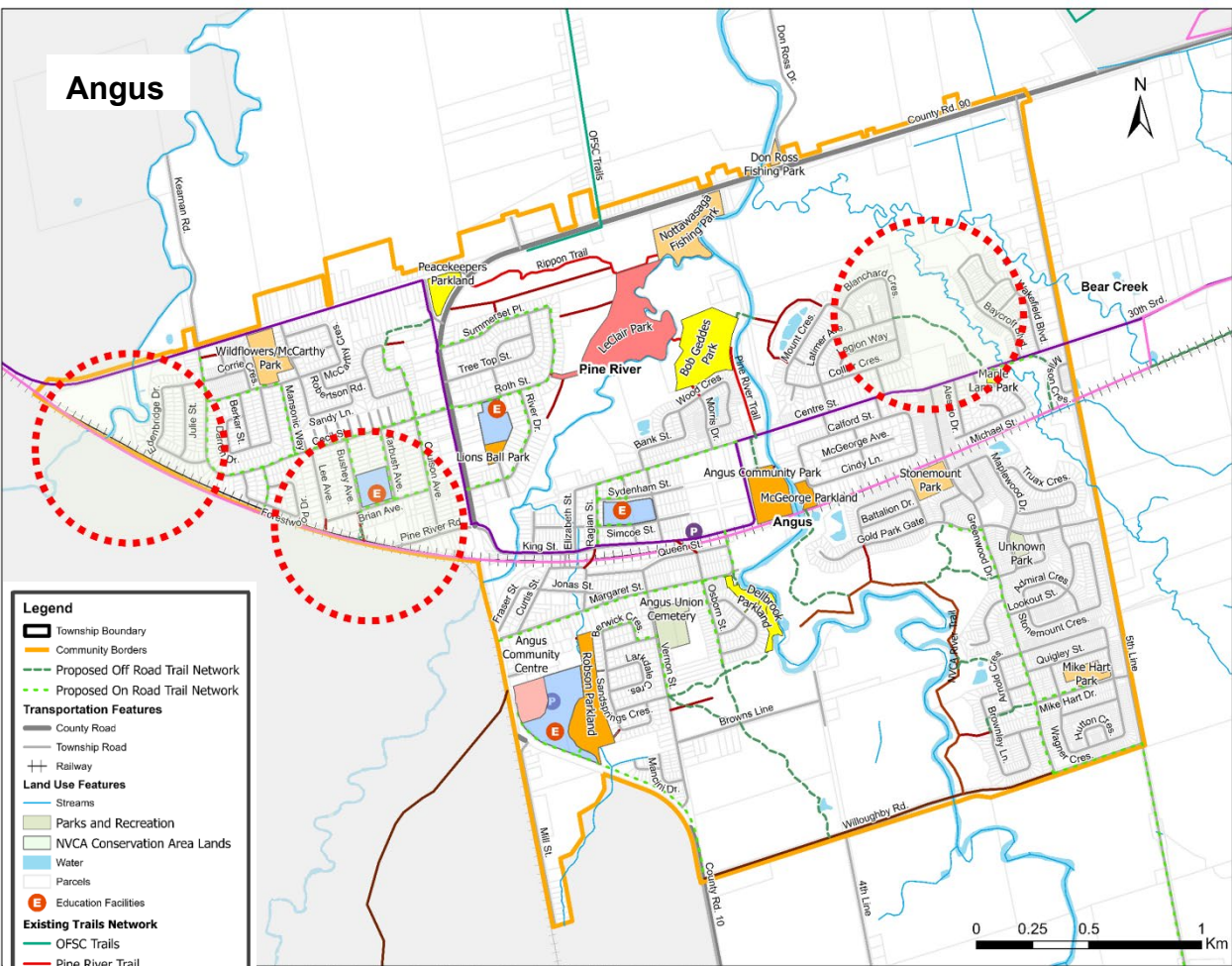
Existing Parks Condition					
Excellent	Good	Good- Fair	Fair	Poor	Critical
0	8 (31%)	8 (31%)	8 (31%)	2 (7%)	0

**Planning for Parks:** Locations for new park infrastructure and/or infrastructure improvements based on needs & gaps are shown in the following maps.

## Parks Assessment Process:



# Proposed Parks



# Park Recommendations

Short Term (1-3 years)	Medium Term (4-6 years)	Long Term (7-10+ years)
Essa to complete <b>accessibility audits</b> for all <b>parks &amp; playgrounds</b> and develop a <b>funding plan</b> for capital expenditures to rehab/ upgrade features to meet AODA standards by 2025. (ongoing).	Essa should <b>adopt the four park types</b> proposed to guide the development and redevelopment of active parkland.	Essa should explore developing a <b>sport facility management plan</b> for scheduling and distribution of <b>outdoor sport fields</b> as demand for passive recreation grows with aging population.
Essa should develop a <b>parks and recreation master plan</b> to help identify and guide current and future needs to assist with long-term capital planning.	Group amenities and facilities into the various park typologies and fill gaps based on local residential need.	Come 2031, Essa will face a deficit of 3 parks. Plan a <b>capital budget</b> to acquire land and develop the parks according to gap needs.
Essa should categorize their existing parks into a <b>park classification system</b> based on the park types proposed.	Parks are a great way to increase urban tree canopy. Essa should explore a <b>canopy target and naturalization target</b> . (Medium – Long)	<b>Ongoing Recommendations</b> <ul style="list-style-type: none"> <li>- Essa staff should increase the <b>maintenance budget</b> for park infrastructure that is reaching its end of lifecycle.</li> <li>- External <b>funding opportunities</b> should be explored to supplement capital reserves.</li> </ul>
Essa should <b>prioritize</b> its efforts on <b>upgrades and improvements</b> to those parks that fall within the Poor to Fair categories as per the Conditional Assessment Reports.		





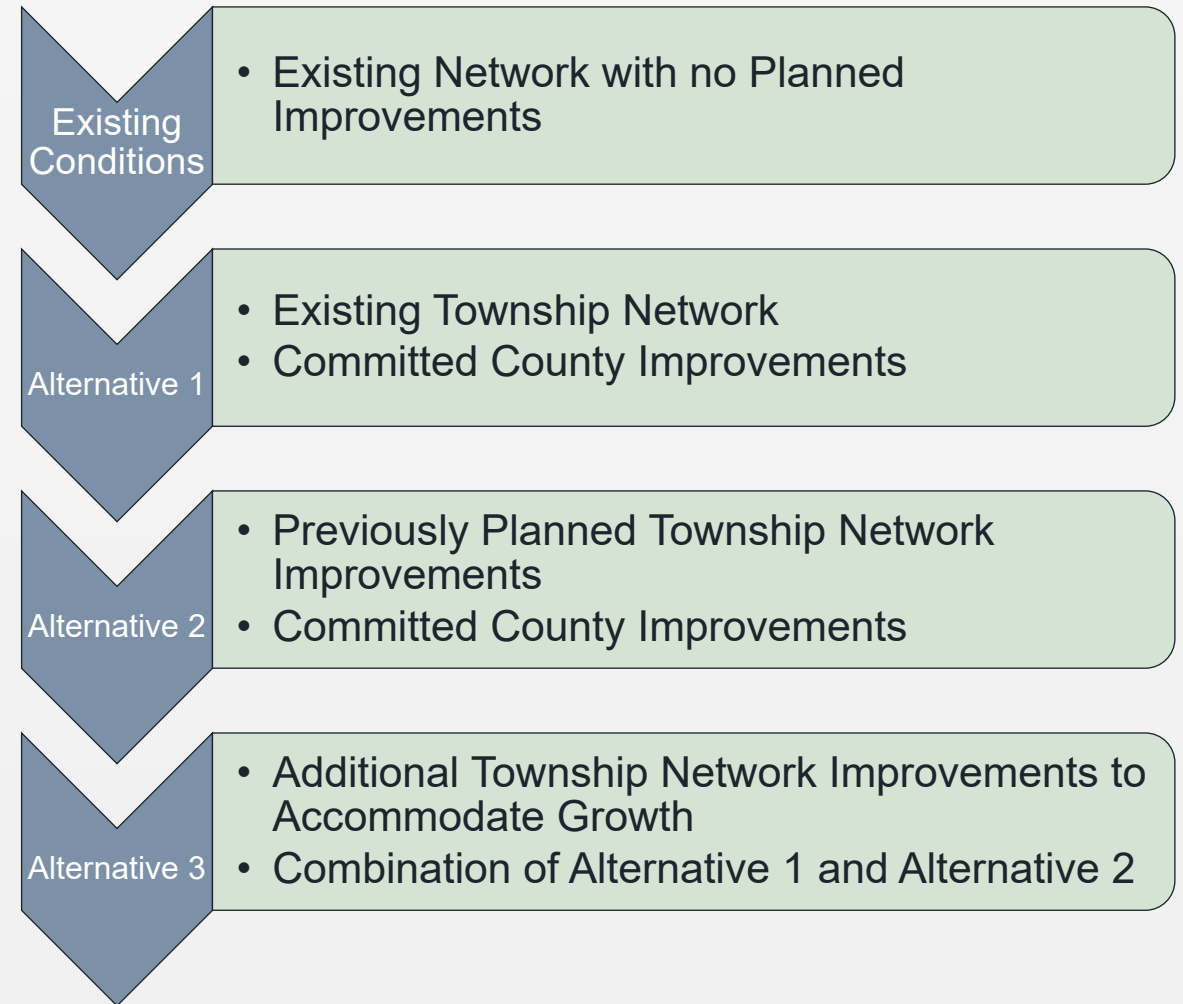
# Road Network Options



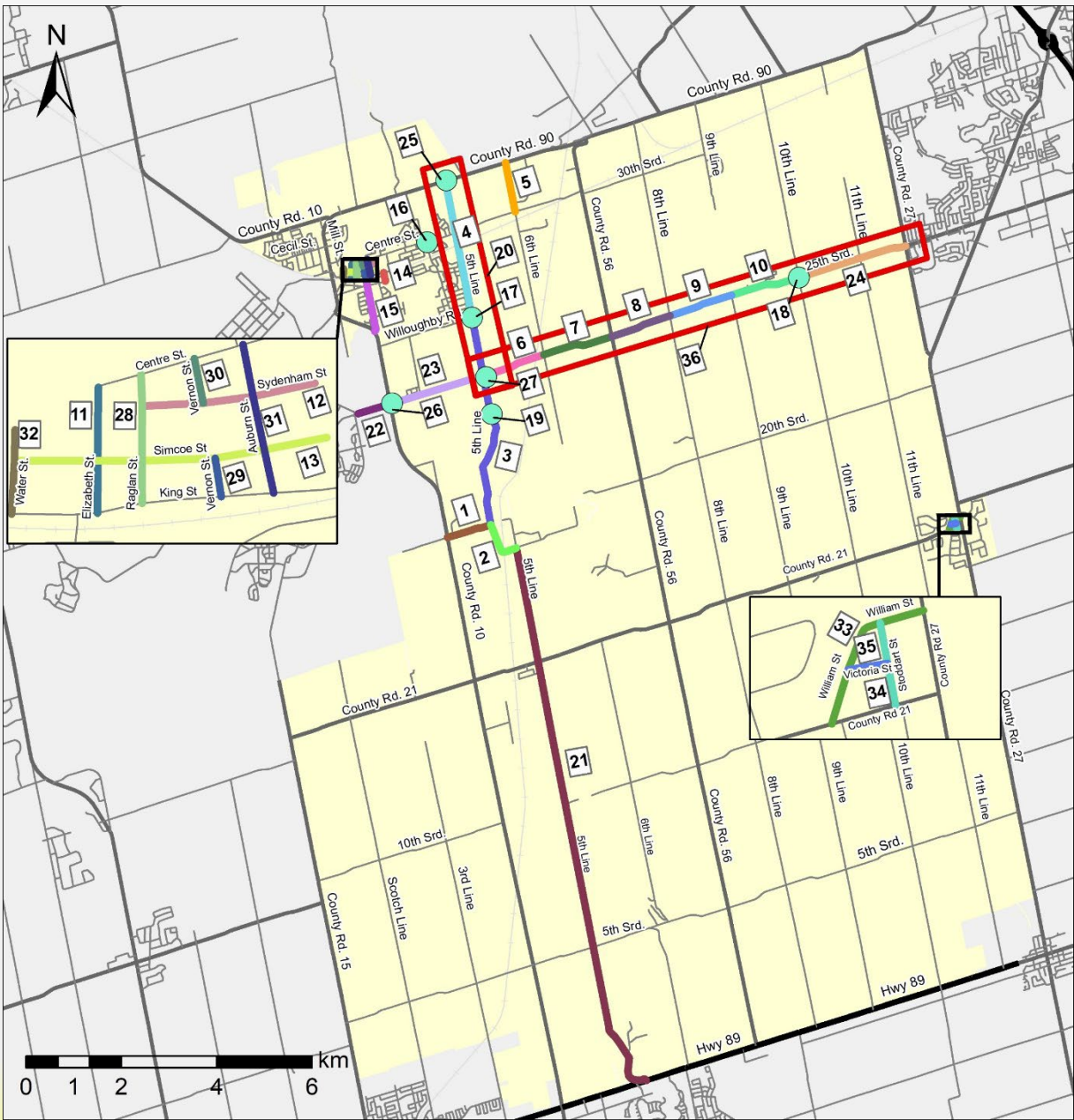
# Road Network Overview

- In addition to the existing conditions, three road network alternatives are being analyzed to determine the preferred transportation network, looking forward to 2043.
- **Planning for the road network:**
  - Possible road alignment opportunities with Active Transportation and Trails improvements.
  - Strategic capacity improvements to accommodate future growth
  - Identify opportunities for alignments with local municipalities and Simcoe County for proposed road improvements.

## Proposed Road Network Alternatives:



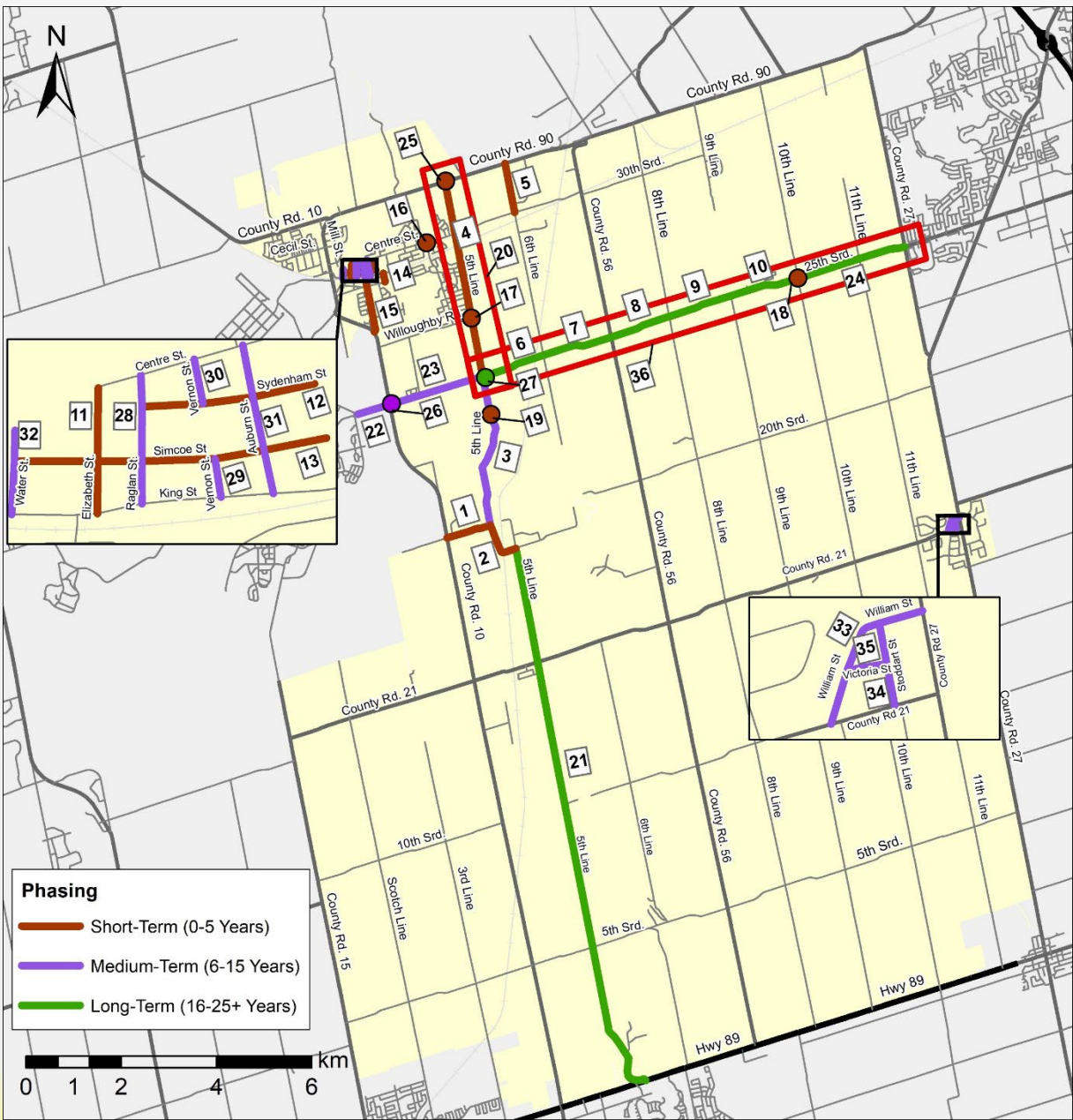
# Recommended Road Improvements (Alternative 3)



ID	Road	Improvement Type	ID	Road	Improvement Type
1	20th Sideroad from 5th Line to County Rd 10	Reconstruction and strengthening	19	Bridge 9 on 5th Line (1.95 km north 20th Sideroad) from - to -	Bridge (replacement and widening)
2	5th Line from 20th Sideroad to South of 19th Sideroad	Reconstruction and strengthening	20	5th Line from County Rd 90 to 25th Sideroad	widen to 3 or 4 lanes
3	5th Line from 20th Sideroad to Willoughby Road	Reconstruction and strengthening	21	5th Line from 19th Sideroad to Highway 89	Reconstruction and strengthening
4	5th Line from County Rd 90 to Willoughby Road	Reconstruction and strengthening	22	25th Sideroad from County Rd 10 to Tank Rd	New 2-lane road construction
5	6th Line from 30th Sideroad to County Rd 90	Reconstruction and strengthening	23	25th Sideroad from 5th Line to County Rd 10	New 2-lane road construction, New Bridge (across Nottawasaga River), Reconstruction and strengthening for existing roadway
6	25th Sideroad from 5th Line to 6th Line	Reconstruction and strengthening	24	25th Sideroad from 10th Line to County Rd 27	Reconstruction and strengthening
7	25th Sideroad from 6th Line to County Rd 56	Reconstruction and strengthening	25	5th Line at County Rd 90	Signalization of Intersection
8	25th Sideroad from County Rd 56 to 8th Line	Reconstruction and strengthening	26	County Rd 10 at 25th Sideroad	Signalization of Intersection
9	25th Sideroad from 8th Line to 9th Line	Reconstruction and strengthening	27	5th Line at 25th Sideroad	Signalization of Intersection
10	25th Sideroad from 9th Line to 10th Line	Reconstruction and strengthening	28	Raglan St from King St to Centre St	Urbanization
11	Elizabeth St from Centre St to King St	Urbanization	29	Vernon St from King St to Simcoe St	Urbanization
12	Sydenham St from Raglan St to East of Auburn St	Urbanization	30	Vernon St from Sydenham St to Centre St	Urbanization
13	Simcoe St from Water St to East of Auburn St	Urbanization	31	Auburn St from King St to Centre St	Urbanization
14	Alma St from King St to Margaret St	Urbanization	32	Water St from King St to north of Simcoe St	Urbanization
15	Vernon St from Queen St to County Rd 10	Urbanization	33	William St from County Rd 27 to County Rd 21	Urbanization
16	Centre St at Greenwood Drive	Signalization of Intersection	34	Stoddart St from William St to County Rd 21	Urbanization
17	5th Line at Willoughby Rd	Intersection Improvement (Construct left turning lane and slip-by lane northbound on 5th Line)	35	Victoria St from William St to Stoddart St	Urbanization
18	25th Sideroad at 10th Line	Intersection Improvement	36	25th Sideroad from 5th Line to County Rd 27	widen to 3 or 4 lanes



# Phasing of Recommended Road Improvements



ID	Road	Phasing	ID	Road	Phasing
1	20th Sideroad from 5th Line to County Rd 10	Short-Term	19	Bridge 9 on 5th Line (1.95 km north 20th Sideroad) from - to -	Short-Term
2	5th Line from 20th Sideroad to South of 19th Sideroad	Short-Term	20	5th Line from County Rd 90 to 25th Sideroad	Long-Term
3	5th Line from 20th Sideroad to Willoughby Road	Short - Term (Willoughby Rd to 25th Sideroad), Medium-Term (25th Sideroad to 20th Sideroad)	21	5th Line from 19th Sideroad to Highway 89	Long-Term
4	5th Line from County Rd 90 to Willoughby Road	Short-Term	22	25th Sideroad from County Rd 10 to Tank Rd	Medium-Term
5	6th Line from 30th Sideroad to County Rd 90	Short-Term	23	25th Sideroad from 5th Line to County Rd 10	Medium-Term
6	25th Sideroad from 5th Line to 6th Line	Short-Term	24	25th Sideroad from 10th Line to County Rd 27	Medium-Term
7	25th Sideroad from 6th Line to County Rd 56	Short-Term	25	5th Line at County Rd 90	Short-Term
8	25th Sideroad from County Rd 56 to 8th Line	Long-Term	26	County Rd 10 at 25th Sideroad	Medium-Term
9	25th Sideroad from 8th Line to 9th Line	Short-Term	27	5th Line at 25th Sideroad	Long-Term
10	25th Sideroad from 9th Line to 10th Line	Short-Term	28	Raglan St from King St to Centre St	Medium-Term
11	Elizabeth St from Centre St to King St	Short-Term	29	Vernon St from King St to Simcoe St	Medium-Term
12	Sydenham St from Raglan St to East of Auburn St	Short-Term	30	Vernon St from Sydenham St to Centre St	Medium-Term
13	Simcoe St from Water St to East of Auburn St	Short-Term	31	Auburn St from King St to Centre St	Medium-Term
14	Alma St from King St to Margaret St	Short-Term	32	Water St from King St to north of Simcoe St	Medium-Term
15	Vernon St from Queen St to County Rd 10	Short-Term	33	William St from County Rd 27 to County Rd 21	Medium-Term
16	Centre St at Greenwood Drive	Short-Term	34	Stoddart St from William St to County Rd 21	Medium-Term
17	5th Line at Willoughby Rd	Short-Term	35	Victoria St from William St to Stoddart St	Medium-Term
18	25th Sideroad at 10th Line	Short-Term	36	25th Sideroad from 5th Line to County Rd 27	Long-Term - Beyond 2043

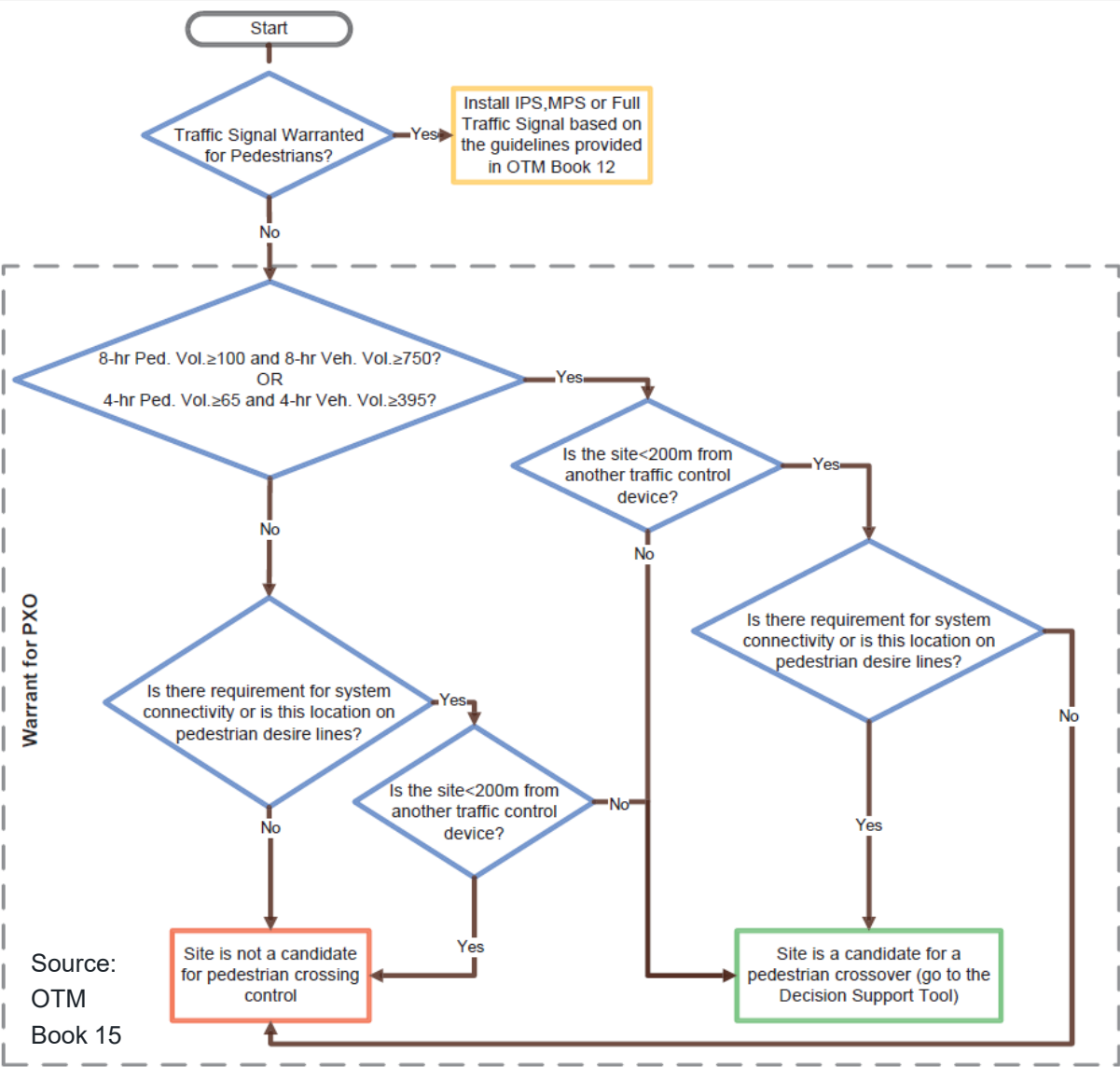
# Other Considerations



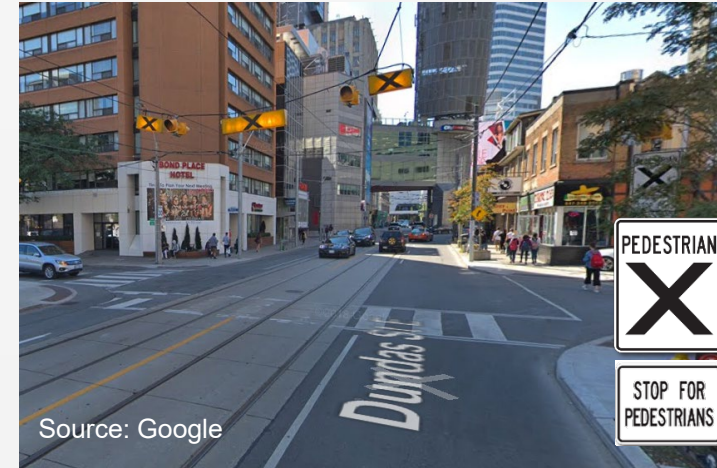


# Pedestrian Crossovers

## Selection Criteria



## Pedestrian Crossovers (Type A)



- Overhead flashing amber beacons
- Crosswalk markings
- Pedestrian push button

## Pedestrian Crossovers (Type B)



- Rapid rectangular flashing beacons (RRFBs)
- Side-mounted signage
- Overhead sign (in some cases)



# Potential Locations of Pedestrian Crossovers

## Angus



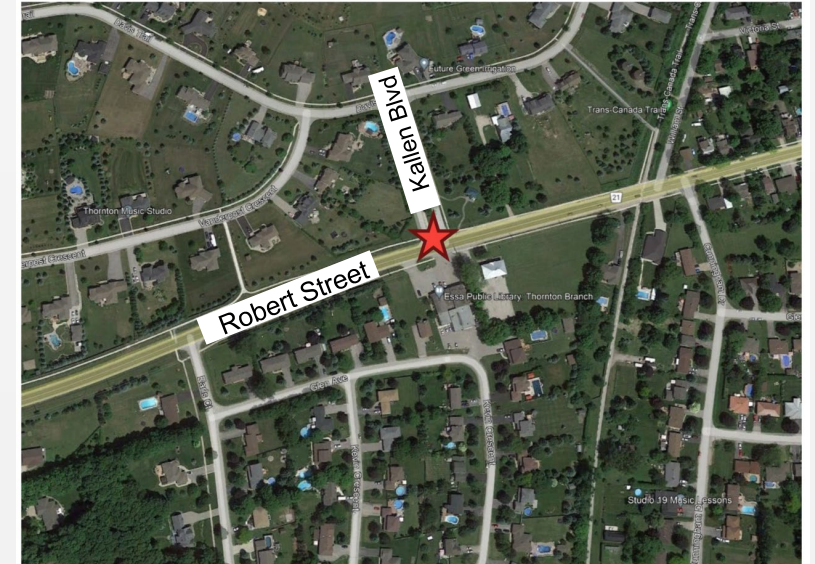
Intersection of Mill Street and  
entrance of Dairy Queen

## Baxter



West leg of intersection at  
Murphy Road and Denny Drive

## Thornton

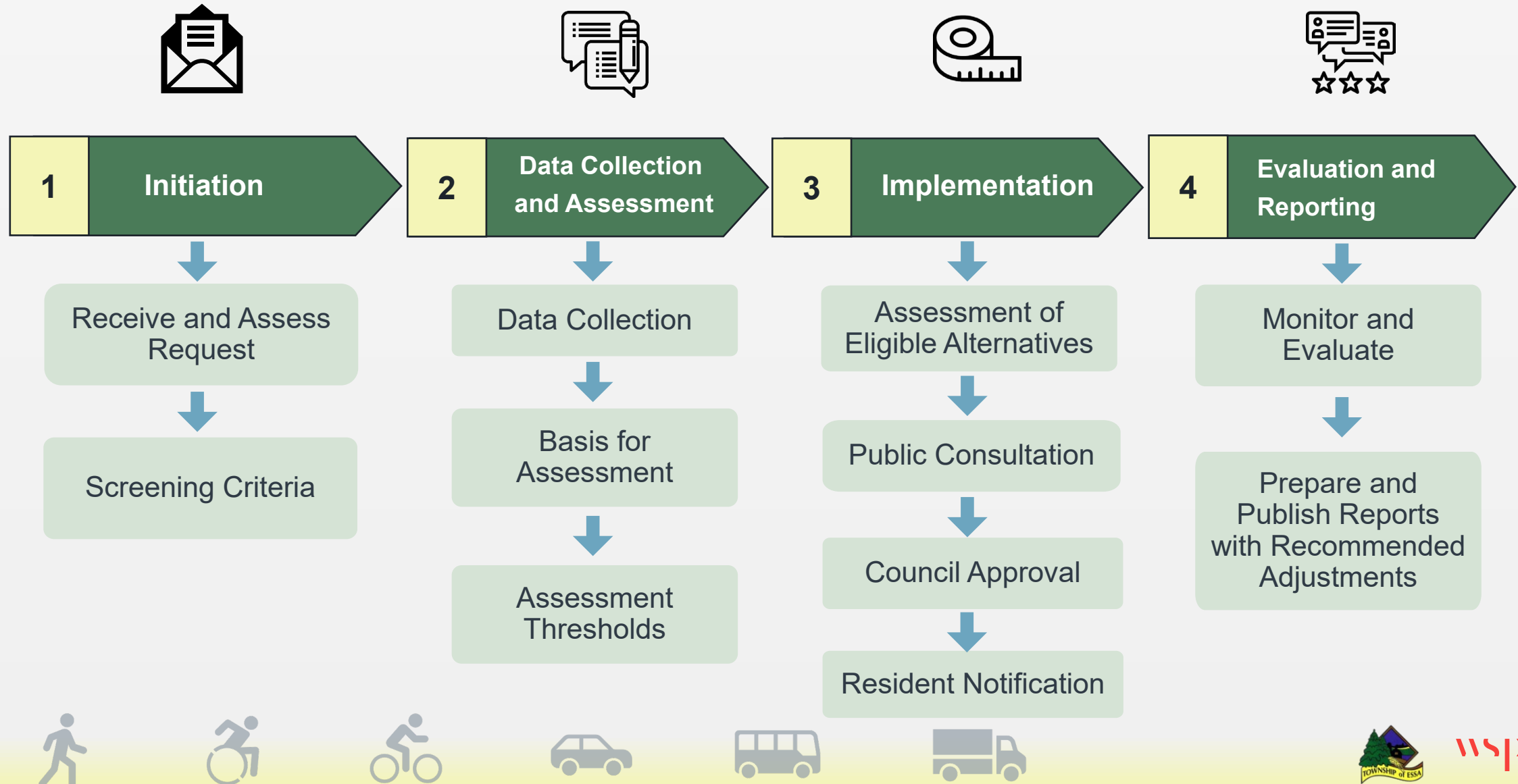


Intersection of Robert Street and  
Kallen Boulevard (in front of  
Essa Public Library)





# Traffic Calming Process



# Traffic Calming Measures

## Speed Control Measures

Purpose: Intended to reduce travel speeds



Speed Bumps / Humps

## Volume Control Measures

Purpose: Intended to reduce traffic volumes



Source: Richard Drdull

Directional Closures

## Education Measures

Purpose: Support other types of traffic calming measures



Radar Speed Display Sign

## Speed Control Measures

Purpose: Non-physical measure to aid in achieving outcomes of traffic calming



Source: Region of Durham

Automated Speed Enforcement



Speed Tables



Community Safety / School Zones



# Speed Limit Recommendations

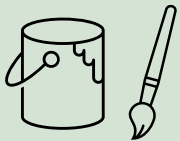
- 1 Align with Ontario cities and industry trends by setting a default **urban area** speed limit of **40 km/h** in the Township.
- 2 Implement measures to encourage behavioural change and ensure compliance with the speed limit.



## Measures should include:



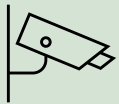
- Public awareness campaigns to alert residents of the speed limit.



- Existing roads should be painted with white edge lines and a centre yellow line to ensure each travel lane is 3 metres.



- Revisit road standards for new road construction to narrow travel lanes and design new streets for lower speeds.



- Implement automated speed enforcement across the Township.



## Intersections that are Recommended for Speed Review:



- County Road 90 & County Road 10/ Brentwood Road
- County Road & 5<sup>th</sup> Line

## Automated Speed Enforcement (ASE) is:

an automated device that uses a camera and speed measurement device to detect and capture images of vehicles exceeding the posted speed limit.





# Parking Challenges and Recommendations



Topic	Challenges	Recommendations
<b>Road Widths</b>	Limited right-of-way along neighbourhood streets that would permit parking on both sides, preventing vehicles from traversing both lanes of the road at the same time.	Revise standard engineering drawings to develop narrower roads and retrofit existing roads with traffic calming (road narrowing) measures.
<b>On-Street Parking</b>	Unclear Zoning By-law and signage posted throughout the Township, identifying on-street parking allowance. On-street parking spaces are utilized by residents despite most having access to household garages/ driveway.	Introduce time-restricted parking pilot. Limit on-street parking on any new roads. Remove on-street parking on existing roads which are being reconstructed.
<b>Visitor Parking</b>	Limited supply of parking for visitors as residents are often utilizing on-street parking spaces for private vehicles.	As part of time-restricted parking pilot, provide a registration form to park overnight on Township roads up to 15 times per year. Provide off-street municipal parking lots and lay-by parking.
<b>Signage</b>	Township parking requirements during certain periods of the year and time of day, for example allowance from the first day of November to the first day of May, for winter maintenance/clearing.	Improve signage in school zones according to existing Township by-law. Add 'no overnight parking' or '3 H MAX' signage for time-restricted parking pilot. Require parking permit to park overnight on Township roads (15 times per year).
<b>Community Safety Zones and School Zones</b>	High volume of traffic and vehicular movement around community centres and school zones, make it uncomfortable for pedestrians and school children to safely access neighbourhoods and school sites.	Improve signage and conduct an education campaign to increase compliance with existing Township parking restrictions in school zones.



# Parking Recommendations

## 1 Curbside Giveaway Days



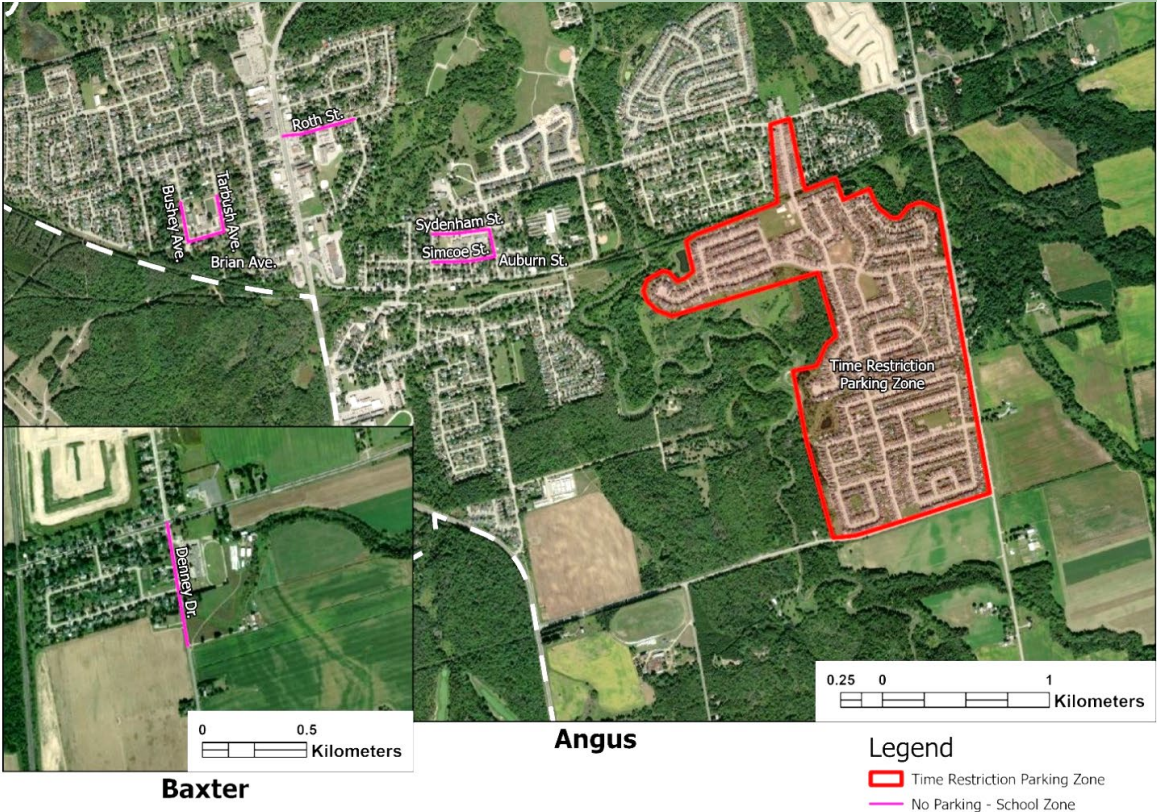
## 2 On-Street Right-of-Way Parking Time Restrictions



Source: City of Ottawa



## 3 Update Existing 'No Parking' Signage to 'No Stopping' Signage and Increase the Number of Signs



Baxter

Angus

## 4 Update Residential and Visitor Parking Provisions



Residential Visitor Parking Lot (City of Markham)



Lay-By Parking (City of Markham)





# Next Steps & Contact Information

Thank you for contributing to the Transportation and Trails Master Plan!

- 1** **Summarize** and process input received
- 2** Adjust and refine improvements to transportation, trails, and parks network
- 3** Present Report to Council

Have more comments? Please visit:  
<https://publicinput.com/essattmp>

## **Contact information:**

**Michael Mikael, P.Eng**  
(Township of Essa)  
E: [mmikael@essatownship.on.ca](mailto:mmikael@essatownship.on.ca)

**Brett Sears, MCIP RPP**  
(WSP Canada Inc.)  
E: [brett.sears@wsp.com](mailto:brett.sears@wsp.com)

