

CORPORATE POLICIES AND PROCEDURES				
SECTION: Public Works and Engineering				POLICY #: PW-19
POLICY: Road Rationalization				
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POLICY STATEMENT

The County of Renfrew believes that a roadway network performs most efficiently and effectively when the roads comprising that network are designed, built and operated to serve their intended purposes.

When first established the “Kings Highway System” provided a major inter-centre connector. The County Road system provides this same service on a reduced scale, connecting smaller centres of population and providing a “farm to market” road link. The local road acts as the final link in the system providing access to the abutting properties. These roles have changed very little over time. However, in many areas of the Province significant changes in settlement patterns, population and employment have left some areas with designation of roads that is no longer appropriate.

The efficient and effective delivery of road services is a priority of municipal customers (the road user and taxpayer). One step in demonstrating accountability is in rationalizing road jurisdiction between a county and local municipalities. This rationalization policy will ensure that local roads serve primarily a local function and County roads serve a through traffic function. Another benefit to the transferring of roads is that a County Road that is a low priority to the upper tier, once transferred, may become a high priority for the local municipality and see significant improvements over time.

The road rationalizing method as shown in this Policy permits a review of the road system within the County. The outcome of the review is a determination of the appropriate jurisdiction of a road or road section. Likewise a high-volume local road carrying primarily through traffic may receive higher levels of service than the local municipality was able to provide.

Each county or regional municipality has been granted the power under the Public Transportation and Highway Improvement Act or their respective Regional Act to establish, maintain, add or remove designated roads from or to their county or regional road system.

The Public Transportation and Highway Improvement Act (PTHIA) provides for the establishment of a county road system. The county road systems were established in the early years of this century by by-laws passed by each council. The roads which comprise a county road system established under the PTHIA are county roads whether they be in a town, a village or a township. When the task of determining what alterations have been made to the physical system or when it is desirable to review municipal service delivery, a new system can be designated by a new establishing by-law. In effect, the slate is wiped clean and the road system starts afresh.

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POLICY CONTENT

PRINCIPLES OF ROAD RATIONALIZATION

- Upper tier roads, which are primarily transportation corridors, should provide continuous roadway service throughout the County of Renfrew.
- Upper tier roads should be capable of being upgraded to a reasonable standard consistent with the service to be provided.
- Upper tier roads should be along the shortest practical route, along existing roads and streets.

TERMS OF REFERENCE

- Evaluating criteria as outlined in the Application Guidelines.
- The request for Road Rationalization must be made as a Resolution of the lower tier municipality to the County of Renfrew to begin the process.
- The review will focus on the efficient and effective delivery of all road services within the County of Renfrew.
- Transfer roads to the local municipalities which serve primarily a local function.
- Transfer roads to the County of Renfrew which primarily serve a through traffic function.
- Consider road condition and compensation throughout the discussion of road transfers. A municipality may upgrade the roadway or provide the estimated amount of money for rehabilitation to the County of Renfrew.
- Pavement must meet or exceed the current County of Renfrew's Council adopted road system average Pavement Condition Index (PCI) using the Ministry of Transportation of Ontario's SP-024 to determine the deterioration and ride condition to calculate the PCI.
- Road Structure must meet or exceed the current County of Renfrew standard specification as outlined in Policy PW-01 Roadway Classification and Design. The County of Renfrew may request geotechnical testing from the municipality to confirm roadway structure.

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- Involve the local municipalities in the decision-making process by encouraging feedback and comments.

METHODOLOGY

The review of every road section within the county and local municipalities will be time consuming and probably unnecessary. By each local municipality identifying roads that they believe serve a through traffic function will save a time-consuming road by road analysis.

- Review the criteria as shown in CRITERION AND THE WEIGHTS APPLIED and modify to meet specific municipal requirements.
- Apply the criteria to all existing County of Renfrew roads and roads identified by the local municipalities as candidates for upper tier road classification.
- Weight the criteria as shown in this document.
- Determine “cut-off” weight for inclusion of individual road sections in the County system.
- Determine the needs to be addressed (i.e. surface condition) prior to the transfer of roads to the local municipality or the acceptance of roads by the county.
- Determine impact on local municipalities as well as County of Renfrew.
- Present findings to Operations Committee and County Council.

CRITERIA AND THE WEIGHTS APPLIED

Criterion 1 Urban Center Connector

Connect Urban Centres to each other or to a Kings Highway unless such a service is now provided by a Kings Highway.

Weighting Applied = 3

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Criterion 2 Kings Highway/Upper Tier Connector

Connect major commercial and industrial areas, universities, hospitals, international border crossings and provincial boundaries, etc. to a Kings Highway or Upper tier road.

Weighting Applied = 2

Criterion 3 Heavy Industry Service

Provide service within 4 kilometres of consistent major attractors or generators of heavy vehicles.

Weighting Applied = 2

Criterion 4 Barrier Service

Provide service parallel to and across major barriers to free traffic movement such as freeways, watercourse or congested areas.

Weighting Applied = 1

Criterion 5 Resort Criterion

Provide service within 4 kilometres of a major resort and/or recreational areas.

Weighting Applied = 1

Criterion 6 Urban Cell Service

Provide service in urban areas within the cells formed by the Kings Highways and the streets selected by the above criteria, provided that the traffic demand existing on the street is considered predominantly for through traffic.

Weighting Applied = 0

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Criterion 7 Urban Arterial Extension

Provide service on those roads which are extensions of urban arterial streets, from the urban limits to the first intersection where the Average Annual Daily Traffic (AADT) is below 700 vehicles per day, then connect to an upper tier road or a Kings Highway by the shortest route.

Weighting Applied = 3

Criterion 8 Rural Cell Service

Provide service in rural areas within the cells formed by the Kings Highways and the roads selected by the above criteria.

Weighting Applied = 0

Criterion 9 Traffic Speed

Provide service on roads where the speed limit is 80km/hr.

Weighting Applied = 1

Criterion 10 Road Surface

Provide service on roads with an asphalt surface.

Weighting Applied = 0.5

Criterion 11 Traffic Volume

Provide service on roads with current traffic volumes greater than 1,000 vehicles per day.

Weighting Applied = 0.5

Criterion 12 Road Right of Way

Provide service on roads with at least a 66-foot wide right of way.

Weighting Applied = 1

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APPLICATION PROCEDURE

Criterion 1 (Urban Centre Connector) and Criterion 7 (Urban Arterial Extension) are considered the most important criteria, as upper tier roads should serve as inter-municipal corridors to connect the small urban centres within the County. In order to apply Criterion 1, a determination of what constitutes an urban centre is required.

Criterion 1 Urban Centre Connector

This criterion is intended to identify roads which provide service to and from centres having commercial and possibly industrial development.

Urban centres are areas of concentrated development, not “ribbon” development.

The criterion is not intended to be applied to residential subdivisions which are developing in rural areas. When the residential development grows to a sufficient size, upper tier road service may be considered through the application of all of the criteria.

Criterion 2 Kings Highway/Upper Tier Road Connector

The intent of this criterion is to extend the Kings Highway or upper tier road to connect to the facilities mentioned and not to provide for lateral connections between highways/upper tier roads.

Major institutional/commercial/industrial complexes are areas generating more than 1,000 vehicle trips per day.

Criterion 3 Heavy Industry Service

It is not intended that it be an upper tier responsibility to provide service to the entrance of every attractor or generator of heavy vehicles in an area. Rather, it is intended that upper tier service be provided close to the industry and that the distribution within the area of the industry be a lower tier responsibility.

“Close to” means within a distance of approximately 4.0 kilometres.

“Consistent major attractor or generator”, in the case of gravel pits and quarries, is defined as approximately 9 months or more of operation per year.

Landfill sites under the jurisdiction of, or serving the upper tier municipality, may also be considered as attractors of heavy vehicles and may be serviced by upper tier roads.

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Criterion 4 Barrier Service

The intent of this criterion is to alleviate traffic on local roads by providing service parallel to or across barriers to traffic movement where upper tier service is justified. The barrier must be an obstacle to traffic wishing to cross it and it must be feasible to cross (i.e. freeways by interchanges and rivers by bridges).

Service is provided “parallel to” only if there is no other upper tier or provincial road providing that service within a reasonable distance and only along roadways which are used to reach barrier crossings.

Criterion 5 Resort Criterion

The intent of this criterion is to provide upper tier service close to resort/recreational areas or to a lower tier road system that distributes the traffic.

“Close to” means within a distance of approximately 4.0 kilometres from the edge of the resort development.

A major resort/recreational area is an area generating a minimum of 700 vehicle trips per day during normal season of operation.

Criterion 6 Urban Cell Service

The intent of this criterion is to identify roads in the cell under consideration at the spacing noted. The roads so identified must function predominately for through movement of traffic.

Roads which function as minor collectors for trips with origin and destination within the cell should be rejected.

The cell population density considered in identifying the appropriate spacing should be either the daytime or night time population whichever is greater.

Population Density	Additional service required when spacing of roads is greater than
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less than 40 persons/hectare	2,000m
between 40 and 125 persons/ha	1,200m

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Criterion 7 Urban Arterial Extension

The intent of this criterion is to provide for the extension of urban arterial streets into the rural areas to connect with an upper tier road or a Kings Highway. Traffic counts should be taken on both sides of the intersection with the upper tier and the extension continued through the intersection, only if both AADTs equal or exceed 700 vehicles per day.

Criterion 8 Rural Cell Service

The intent of this criterion is to provide upper tier service within the cell formed by the application of criteria 1 - 7 inclusive at spacing related to population density within the cells.

Upper tier roads or provincial highways in the subject upper tier or in adjacent upper tiers act as rural cell boundaries.

Population Density	Additional service required when spacing of roads is greater than
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less than 1 person/km ²	no additional service
1 person/ km ²	25 km
between 1 and 4 persons/km ²	20 km
between 4 and 8 persons/km ²	15 km
between 8 and 16 persons/km ²	10 km
greater than 16 persons/km ²	6 km

Criterion 9 Traffic Speeds

This criterion is intended to identify those roads which have a speed limit of 80 km/h. This is deemed to be a desirable speed limit allowing roads which predominately serve as inter-municipal links in a road network to do so efficiently.

Criterion 10 Road Surfaces

This criterion is intended to identify those roads with an asphalt surface. These roads were deemed to be more appropriate to serve as upper tier roads, as this surface material would be more durable to withstand the greater traffic volumes, heavier vehicles and higher speeds as anticipated on upper tier roads.

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Criterion 11 Traffic Volumes

This criterion was intended to identify roads with current traffic volumes greater than 1,000 vehicles per day.

Criterion 12 Road Right of Way

The intent of this criterion is to identify roads with a right of way width of 20.1 metres (66 feet). It is appropriate to be considered for an upper tier road designation that the road have at least a standard right of way.

Apply each of the criteria in this section to the existing upper tier road system and to local roads identified by each municipality as a provider of through traffic service. Criterion 6 and 8 are not included in the original application of criteria but could be used as a rationale for including additional roads or road sections to complete the road network. The reasoning behind excluding this criterion in the original application is due to the good condition of most local roads and the fact the majority of population has access to a motor vehicle or alternate transportation services (i.e. transit).

After the criteria has been applied to each road being analyzed it is possible to determine how much weight each road has accumulated. By setting a minimum weighting of six points, a cut-off threshold is established for including a road in the upper tier system.

This would mean that to qualify for upper tier designation a road must meet either the criteria for Urban Centre Connector or the criteria for Urban Arterial Extension worth three (3) points, plus all four (4) criteria for Traffic Speed, Road Surface, Traffic Volume and Road Right-of-Way worth a combined total of three (3) points, or another combination of criteria to have a total weight of six (6). This becomes the yardstick to be used for recommending the re-designation of roads.