

8. Local Road Infrastructure

Objectives

To construct, improve or rehabilitate local road infrastructure that contributes to one or more of the following objectives:

- Improving road safety;
- Improving mobility;
- Improving sustainability; and
- Supporting economic and community development.

Subcategories

- Additional capacity and rehabilitation of roads within a municipal boundary, and high-occupancy vehicle lanes, grade separations, interchange structures, bridges, tunnels, intersections, and roundabouts. Where provinces act as a local government, or where there is a governing entity that is established by a province, such projects are eligible.
- Infrastructure pursuant to compliance with accessibility, such as wheel chair let down.
- Intelligent Transportation Systems (ITS).
- Active transportation projects, including sidewalks, bicycle lanes, pedestrian/ bike/ multi-use pathways as a component of a larger project.
- Rehabilitation of provincially-owned non-National Highway System highways, for bridges and major elevated or depressed structures only.

Note: Rehabilitation projects must meet the definition of ‘rehabilitation’ as agreed upon by the Council of Ministers responsible for Transportation and Highway Safety in 2005.

Please include information on the following in your business case:

- If applicable, please state the amount by which the project will:
 - Contribute to improved road and pedestrian safety;
 - Benefit tourism, industrial, retail or commercial operations, including commercial farm operations (please include a complete map or maps that “clearly” indicate where the road is being built along with the location of economic indicators); and
 - Impact total traffic volume on the road.
- If applicable, please outline how the project will:
 - Improve safety of the road network and address safety issues/concerns;
 - Relate to existing road network;
 - Improve the existing condition of the road (top width, side slopes, steep grade line, vertical alignment (sight distance), horizontal alignment (sharp curves), deteriorated pavement/oil surface, poor sub-grade material, bridges (restricted weights), dangerous intersections, dangerous railway crossings, inadequate grade height and others);
 - Remedy the identified deficiencies (as outlined above);

- Improve transportation system efficiency, optimize the use of all modes, and decrease the use of single-occupancy vehicles;
 - Give consideration to conservation measures in construction (for example, improvements through reduction in green house gases, efforts to use best practices during construction using renewable energy sources or other conservation measures);
 - Minimize environmental impacts (for example, emissions, land use);
 - Support community development; and
 - Be compatible with official development and transportation plans or other strategies to promote the sustainable development of the municipality in which they take place.
- Please include the following information:
 - Outline of the alternatives considered and why this is the best alternative (standard to be used in completing the improvements to the road and the rationale for choosing the standard);
 - List the financial support of other municipalities or private partners for this project;
 - Your readiness to proceed with construction of the project; and
 - How the project meets engineering standards recognized by the Transportation Association of Canada or approved, equivalent provincial standards or municipal standards.

Additional Information:

- The rehabilitation of structures is given a priority.
- Project includes innovation in transportation infrastructure solutions through best practices and new approaches and/or innovative technologies.
- The project includes an ITS component or system. ITS components and systems must meet the requirements set out in the ITS Annex.
- Projects incorporating appropriate Transportation Demand Management (TDM) practices, as per the attached TDM Annex.

Annex - TRANSPORTATION DEMAND MANAGEMENT MEASURES

Transportation Demand Management (TDM) projects will be implemented as part of new road capacity projects in large urban centres to help maximize investments in infrastructure, improve quality of life and maximize environmental outcomes.

TDM projects should include at least one of the measures under a) and/or b) below:

a) Travel incentive and disincentive measures, including:

- Road or motor vehicle use pricing measures that increase or redistribute the costs of automobile or commercial vehicle use such as parking fees, road tolls, mileage-based car registration fees, pay-as-you-go insurance and other congestion pricing initiatives; or
- Workplace-based measures that make commuting less costly and stressful, such as preferential carpool parking, flexible working hours or telework; or
- Innovative travel services that add new choices to the menu of available travel options, such as car sharing clubs, station cars, or vanpooling services; or
- Infrastructure changes that improve travel options, such as improving sidewalks and other pedestrian linkages, creating on-road or off-road cycling routes, or reserving roadway lanes for use by carpools in peak periods, or dedicated truck lanes.

b) Education, promotion and outreach measures, including:

- Branding and positioning measures that shape social and individual perceptions of different travel modes, and remove biases against more sustainable choices; or
- Information and education measures that enhance people's understanding of different travel choices, and the positive or negative effects of their decisions; or
- Targeted community-based social marketing measures to help individuals or groups to fully understand their personal options, and offer them incentives to travel more sustainably; or
- Special events that raise awareness of travel options and encourage people to try them; or
- Recognition and rewards encouraging continued TDM leadership and success by employers, institutions and interest groups.

Annex - INTELLIGENT TRANSPORTATION SYSTEMS

MANDATORY REQUIREMENTS

For projects with ITS components:

- Must be compliant with the ITS Architecture for Canada and the Border Information Flow Architecture, or expand in new areas of national interest.

For projects consisting mainly of stand-alone ITS:

In addition to the above, the following mandatory requirements also apply:

- Must include an Evaluation Plan, setting out immediate, intermediate and long-term results, with method and timing of data collection and reporting.
- Must use the ITS Evaluation Benefit Framework.