





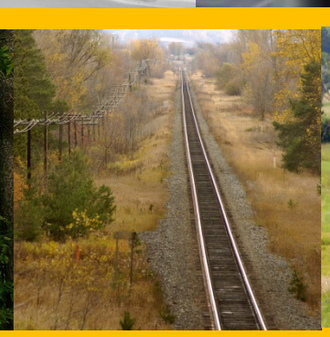
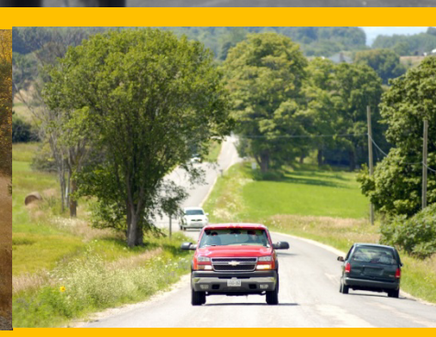

SIMCOE COUNTY

TRANSPORTATION MASTER PLAN UPDATE

FINAL REPORT

October 2014

COUNTY OF SIMCOE
For the Greater Good

In partnership with

MMM GROUP

CAMBIUM

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EXECUTIVE SUMMARY

Since the completion of Simcoe County's last Transportation Master Plan (TMP) in 2008, the County and its local municipalities continue to experience growth in employment and tourism, as well as seasonal and well as year-round residents. A number of transportation-related initiatives have been implemented since the previous Master Plan's adoption; however, opportunities continue to evolve regarding the development of the County's transportation network. Multi-modal transportation options need to be further explored in order to alleviate unfavourable transportation-related issues such as traffic congestion, greenhouse gas emissions and negative impacts on the quality of life.

Additional multi-modal opportunities could help to establish more connected and vibrant communities, as well as yield greater tourism and economic development benefits. As such, the County has undertaken a study to update the 2008 TMP to respond to these community changes and to develop a set of strategic recommendations to help guide future transportation growth and development.

How was the Master Plan Developed?

The TMP Update provides direction for the planning, co-ordination and implementation of an integrated transportation network that considers road, transit, active transportation amenities, goods movement and commuter facilities for the future. **Figure EX. 1** illustrates the steps to complete the TMP Update, which is ***consistent with the Municipal Class EA Process***.

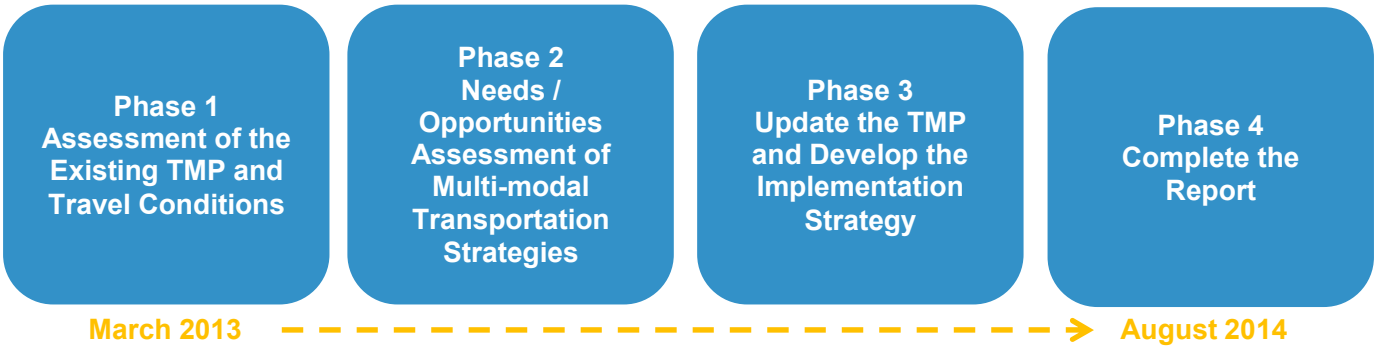


Figure EX. 1: Simcoe County TMP Update Study Process

Building on what has already been Done

The TMP Update will use the work which has been completed to-date by the County and its local municipalities as a basis from which to develop the proposed recommendations and initiatives. The County's 2008 TMP included a comprehensive approach to addressing future transportation needs. Since its adoption, a number of key initiatives have been implemented, including those illustrated in **Figure EX. 2**.

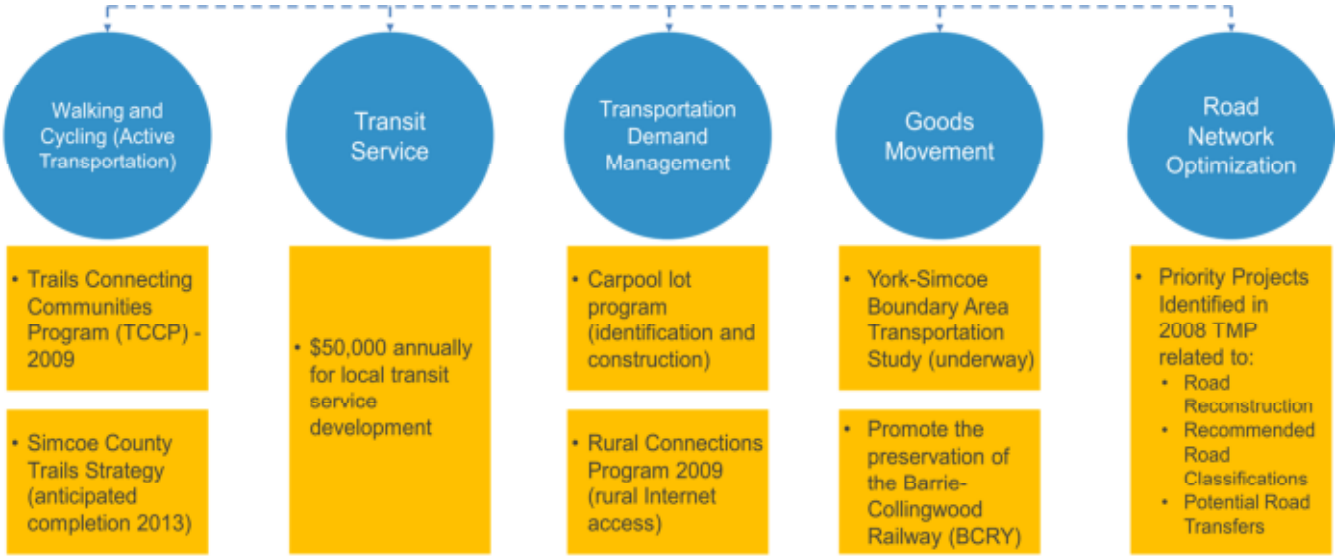


Figure EX. 2: Transportation Initiatives Undertaken since the 2008 TMP

In addition to the work which has been completed by the County, a number of local municipalities have adopted plans and initiatives which guide the development of future transportation at the local level. The table to the right identifies some of the local municipal documents which were reviewed as part of the study process.

It is important to note that there is policy support from all levels of government (Federal, Provincial, County and local) to update the County's TMP.

- Town of Bradford West Gwillimbury: Trails Master Plan (2010) & Transit Feasibility Study (2011)
- Township of Clearview: Roads Needs Study (2012)
- Town of Collingwood: Active Transportation Master Plan (2013)
- Township of Essa: Active Transportation Plan (Ongoing)
- Town of Innisfil: Transportation Master Plan (2013)
- Town of Midland: Transportation Master Plan (2012)
- Township of Oro-Medonte: Cycling Strategy (Ongoing)
- Township of Ramara: Active Transportation Plan (2010)
- Township of Severn: Transportation Master Plan & Active Transportation Plans (Ongoing)
- Township of Tiny: Trails & Active Transportation Master Plan (2011)
- Town of Wasaga Beach: Active Transportation Plan(2008) & Roads Needs Study (Ongoing)
- Ministry of Transportation Simcoe Area Multi-Modal Transportation Strategy
- Ministry of Transportation Highway 26 Transportation Study – Needs Assessment Report
- York-Simcoe Boundary Area Transportation Study

The Building Blocks: Existing Transportation Conditions

In order to best understand the areas of the County which require further transportation improvements, the existing conditions were assessed. The study team prepared a database of existing transportation conditions including: **Active Transportation (Walking & Cycling), Goods Movement, Transit Routes, Transportation Demand Management facilities and programs, and the Existing Road Network**.

As part of the existing conditions assessment, five County corridors were selected for a more detailed traffic operations analysis in order to identify any existing traffic operational concerns that should be addressed in the TMP Update. Corridors examined in the analysis include:

- **Corridor 1:** County Road 93;
- **Corridor 2:** County Road 44;
- **Corridor 3:** County Road 124;
- **Corridor 4:** County Road 27; and
- **Corridor 5:** County Road 10.

Building on the understanding of existing conditions and work previously completed, the TMP Update was guided by an overall vision and set of strategic objectives. These statements have been the cornerstone of the TMP Update.

A Strategic Vision: Moving Forward – a Multi-Modal Future

A Strategic Vision

"To provide a comprehensive and adaptable multi-modal transportation system which considers the County's vast geography, growing permanent and seasonal populations plus an expanding economy. The Transportation Master Plan update will focus on a multi-modal network to address County Road enhancements, transit network options and active transportation connectivity. This update will guide infrastructure planning while considering the demand for existing and future transportation needs."

The Guiding Principles

- **Transportation and Land Use Integration:** the transportation systems and surrounding land uses are planned and complementary so that the use of transportation infrastructure is optimized and limits the impacts of transportation on the environment.
- **Access and Mobility:** the transportation system is interconnected to allow people and goods to move safely and efficiently throughout and beyond the County.
- **Multi-modal Integration:** a transportation network with options regarding transit services and nodes, active transportation connectivity and amenities, including a comprehensive network of motorized and non-motorized transportation modes, plus alternatives such as carpooling to decrease reliance on single-occupant vehicles.

Gathering Input – Public and Stakeholder Consultation

The recommended strategies of the TMP Update have been informed by significant input from the public as well as stakeholders from local municipalities, interest groups, political representatives and businesses. The study team engaged a wide range of public representatives based on the approach of:

"Bringing the Consultation to the People"

Innovative consultation and engagement techniques were undertaken to gather public opinions regarding transportation opportunities and barriers experienced in the County. The public and stakeholder engagement tools completed in Round 1 of the public consultation process are illustrated in **Figure EX. 3**.

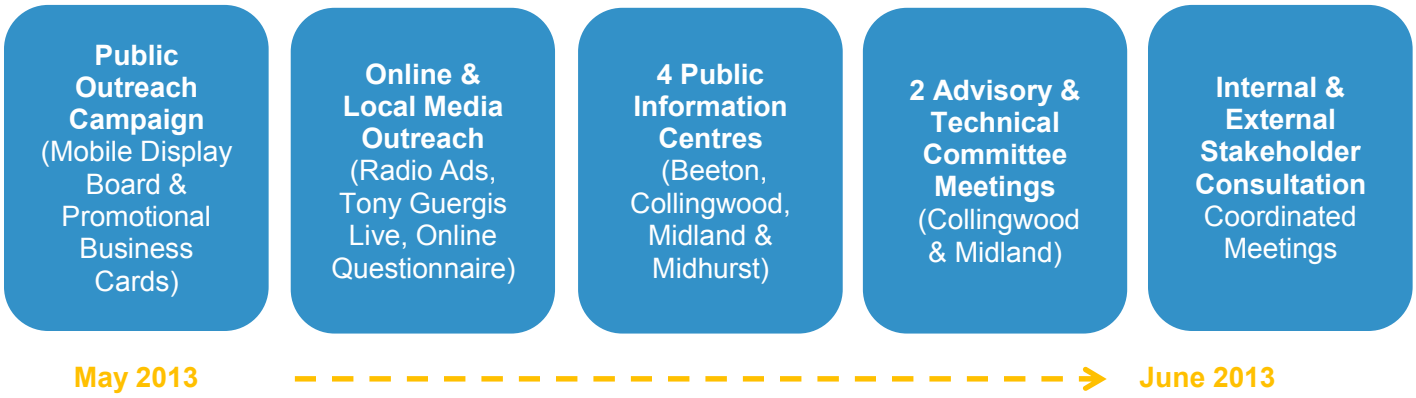


Figure EX. 3: Public & Stakeholder Engagement in Round 1

Based on the input received from these sessions and online surveys, a number of key themes emerged which were used to guide subsequent phases of the TMP Update.

More specifically, these themes will be used to explore multi-modal opportunities, as well as to develop short and long-term policies and recommendations as part of the update. **Figure EX. 4** illustrates the important concepts which emerged from these engagement sessions.

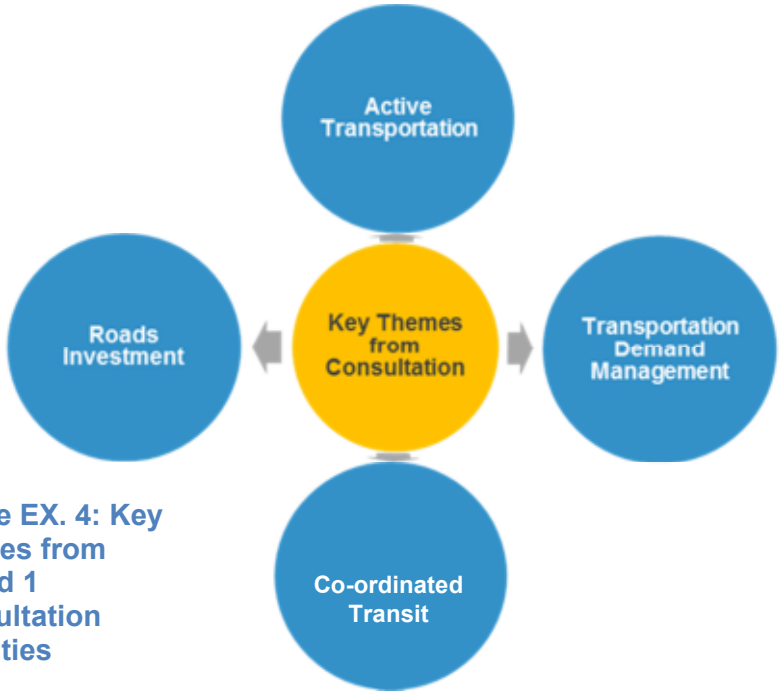


Figure EX. 4: Key Themes from Round 1 Consultation Activities

TMP Development – Multi-modal Transportation Planning

With the existing conditions assessed and initial feedback received from stakeholders and the general public, long term transportation planning began to develop a multi-modal vision for sustainable transportation within the County. Areas assessed included:

- Roads;
- Context-sensitive Road Design;
- Roundabouts;
- Transit;
- Active Transportation;
- Other Multi-modal Transportation Options; and
- Transportation Demand Management.

Future Road Network – Sustainability through a Multiple Account Evaluation

Road projects recommended in the 2008 TMP were reviewed based on new population and employment forecasts. These forecasts were input to the County's travel demand model to help validate whether or not the recommended projects are still necessary.

A Multiple Account Evaluation (MAE) framework was established to help determine which projects to include in the 2031 recommended road network. The MAE process recognizes that there are many factors which should be considered when planning for the future road network, and not only lane capacity for motor vehicles. While the output of the travel demand model has been considered, additional accounts also have been evaluated, including:

- Active transportation: does the road improvement coincide with an active transportation route?
- Connectivity: Is the improvement needed to upgrade the road to County standards or to provide a bypass of congested areas?
- Cost effectiveness: how does the estimated construction cost of the road improvement compare to other projects on a per kilometre basis?
- Environmental impact: does the road improvement pass through and have the potential to impact environmentally-sensitive areas?
- Goods movement: is the road improvement located on a goods movement corridor?
- Transit: does the road improvement lie on a route that would support transit?

Three alternative road networks for the 2031 horizon were assessed:

- Base Case: includes only those transportation improvements already underway or with funding committed;
- 2008 TMP: all transportation improvements listed in the 2008 TMP; and
- 2014 TMP: modifications to the 2008 TMP based on new population and employment forecasts and the results of the multiple account evaluation of individual projects.

Roads that did not pass the threshold for construction by 2031 will not be removed from the County's Official Plan (OP). They will stay within the OP but will be deferred to the 2041 or 2065 planning horizon, depending on their score generated through the MAE process.

The resulting draft 2031 road network underwent a robust analysis of many factors in order to consider the needs of all types of transportation. The 2031 network supports a more sustainable, multi-modal vision for the County.

Context-sensitive Road Design – Tailored for Simcoe County

The context-sensitive road design work complements the long range planning process and provides ways to implement transportation solutions that work for all road users and all modes of transportation.

The resulting road cross-sections recognize that the County is no longer solely a rural road builder. Cross-sections were developed for a variety of contexts in the County, including rural and urban settings. These cross-sections embody the concept of "complete streets" in that they provide for all modes of transportation and all types of system users.

Roundabouts – a Possible Future Traffic Control Tool

There presently is one roundabout on County roads, and more may be considered if the operational analysis and the environmental benefits confirm that they are an appropriate traffic control measure. Roundabouts offer many benefits, from reduced vehicle delays and emissions, less severity of collisions plus fewer conflict points than other intersection control measures. A roundabout feasibility screening checklist was prepared that includes factors such as:

- Context;
- Safety;
- Traffic operations;
- Geometric design; and
- Roadway and environmental considerations.

Transit – Local, Intra-regional and Inter-regional

A consistent theme heard throughout the consultation sessions from stakeholders and the general public has been the need for new or increased transit service. The transit planning undertaken as part of this study envisions a three-level approach for the County to support transit, with levels including:

- Community (Facilitator);
- Inter-community (Driver); and
- Inter-regional (Change Agent).

The Facilitator role envisions the County initiating transit studies, starting with the Primary Settlement Areas. The County should conduct research to develop a business case for transit. This would help to determine appropriate thresholds for population and density for communities to consider implementing transit service.

As a Driver, the County should take a role as a partner in a Transit Working Group, and consider funding opportunities for new and existing inter-community transit operations. The County should also promote and encourage transit co-operatives throughout the County.

There is also a role for the County as a Change Agent, to advocate extending GO Rail and Bus service to Highway 400 and beyond to serve Simcoe County. The County should work with local municipalities to preserve and plan for future transit hubs through local municipal Official Plans. The County should also liaise with private coach operators to optimize routes to better meet the needs of residents in outlying communities, and promote inter-regional transit options and opportunities.

Active Transportation – For Commuting, Recreation and Tourism

The topic that garnered the most interest during the consultation process was Active Transportation (AT). Stakeholders and the general public regard AT as a viable mode for everyday trips, not just recreation, and desire more facilities to support this mode. AT is also seen by stakeholders and the general public as an economic development tool that could foster increased opportunities in the tourism industry, as a way to promote healthy lifestyles and to help manage vehicle traffic demand.

As part of the TMP Update, the County has collected and assembled local AT plans and combined these with County routes. AT route selection criteria have been reviewed and refined specifically for the Simcoe County context. County and local AT plans were plotted on a consolidated map to help identify missing links. A draft candidate route network was prepared that creates a cohesive AT system to serve the entire County. This draft network was reviewed by local municipal staff, stakeholders and the general public through a series of outreach meetings that the County as part of Round 2 of the public consultation process. The majority of the comments received have been incorporated into the draft network.

The next steps for the County to consider are completing the field investigations necessary to determine the appropriate AT facility type for each candidate route. Then an implementation plan would be developed which would include cost estimates. These tasks would comprise the steps required to prepare a County-wide AT

Master Plan. The County should also re-evaluate the existing Trails Connecting Communities Program, established as a result of the 2008 TMP, to expand funding criteria and eligibility.

Other Multi-modal Transportation Options – Air, Marine and Rail

Opportunities to enhance air, marine and rail travel were explored, primarily as long-term solutions. There are opportunities to use airports in the County that have Customs Port of Entry status as economic development mechanisms to encourage goods movement activities and possibly air passenger service. Also, a long-term measure could be marine travel between points along Lake Simcoe, Georgian Bay and the Trent Severn Waterway.

Freight rail service already operates in areas of the County. Industrial land uses should be encouraged to locate along rail corridors within settlement areas in order to better utilize this transportation mode for goods movement. The County should finalize the purchase of the Barrie Collingwood Railway (BCRY) and consider utilizing this facility for active transportation and future goods and passenger movement uses.

Transportation Demand Management – Carpooling and Other Measures

Transportation Demand Management (TDM) encompasses multi-modal transportation and alternatives to motor vehicle travel during peak commuting hours. A renewed emphasis on flexible work hours should be considered by government agencies and private businesses, including flexible start and end times and the opportunity to work from home. The Smart Commute program has been successful in parts of Ontario to encourage carpooling and to educate the general public on alternatives to single occupant vehicle travel. The County should initiate the formation of a Smart Commute Simcoe Chapter to encourage the adoption of TDM measures by governments, businesses and the general public. The County should also consider establishing carpool lots at strategic locations to promote this TDM measure as a viable travel option.

Public Consultation Round 2 – Presenting Draft Plans for Feedback

At the conclusion of the first round of Public Information Centres and outreach to stakeholders in the summer of 2013, the County conducted a series of four meetings in different geographic areas to listen to municipal concerns and understand local priorities. The local municipal outreach stressed a balanced approach to the transportation network, with selective road widening projects and a renewed focus on the merits of transit and active transportation. These meetings were followed by a presentation to local municipal public works and planning directors, as well as a meeting of interested stakeholders and adjacent municipalities, to present the draft multi-modal transportation plans. The themes from these follow-up meetings were implementation, and the importance of context-sensitive design.

In March 2014, a series of four Public Information Centres (PICs) were held to gain public feedback on the draft transportation network and the strategies to address transit, active transportation and transportation demand management. The PIC schedule included the following dates and locations:

- March 8 – Barrie Home Show, County Booth, 11:00 a.m. to 2:00 p.m.;
- March 18 – Town of Penetanguishene, Georgian Village Auditorium, 4:00 to 7:00 p.m.;
- March 20 – Town of Innisfil, Recreational Complex, North Lobby, 4:00 to 7:00 p.m.; and
- March 25 – Town of Wasaga Beach, Recreational Complex, Oakview Room, 4:30 to 7:30 p.m.

Stakeholder meetings were held in March and June 2014 to review the transportation plans and implementation schedule. These rounded out the public consultation activities associated with Round 2 of the public engagement process. The public engagement activities are summarized in **Figure EX. 5**.

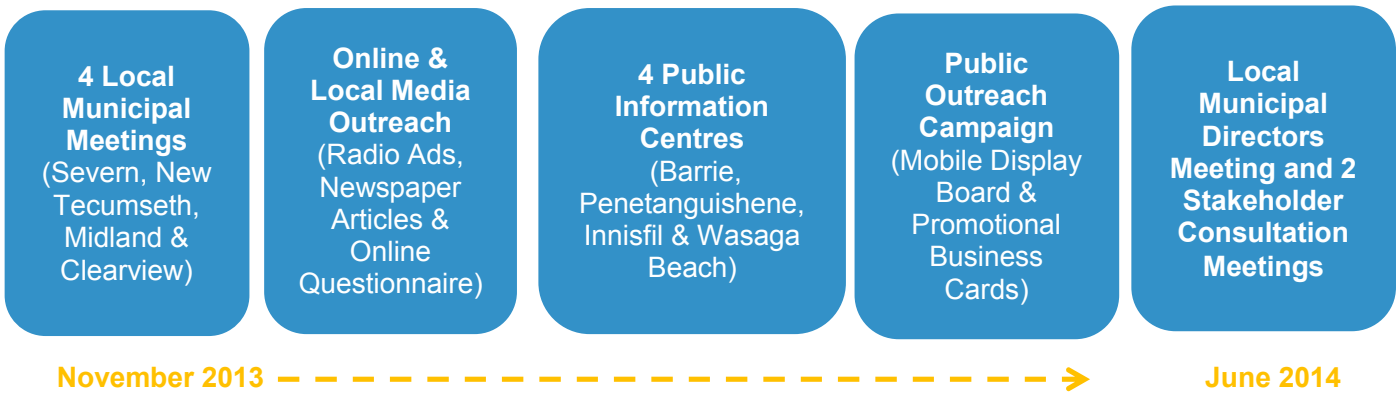


Figure EX. 5: Public & Stakeholder Engagement in Round 2

Staged Implementation Plan for Recommended Projects

Recommended road projects presented in the Roads Chapter have been grouped for implementation at intervals, with projects designated for implementation in the short, medium and long term horizons. Indicative costs for each project also have been provided to assist in budgeting.

The staged implementation also includes operational improvements identified in the Existing Conditions Chapter. These improvements to specific intersections within the County have been scheduled for the short term in order to address existing traffic operational concerns.

The first phase of road projects is summarized in **Table ES- 1**.

Table ES- 1: Short Term Proposed Road Improvements

Road	Limits	Length (km)	Existing†	Future†	Existing Lane kms	Future Lane kms	Indicative Cost ($M)
CR 44, Ramara	Highway 12 to Casino Rama	5.5	2	4	11	22	14
Line 7, Oro-Medonte	Highway 11 to CR 22	12.6	LOCAL	CR	25.2	25.2	30
Line 6, Oro-Medonte	CR 22 to Mt. St. Louis Rd.	6.4	LOCAL	CR	12.8	12.8	15
Mt. St. Louis Rd, Oro-Medonte	Line 6, Oro-Medonte to Highway 400	1.3	LOCAL	CR	2.6	2.6	3
CR 53, Innisfil	CR 21 to Barrie City Limit	4.1	2	4	8.2	16.4	11
Line 3 N, Oro Medonte	CR 23 to CR 19	5.2	LOCAL	CR	10.4	10.4	13
CR 10, New Tecumseth	CR 14 to Highway 89	13.4	2	4	26.8	53.6	35
CR 27, Innisfil	CR 21 to CR 90	9.7	2	4	19.4	38.8	25
CR 10 Clearview	CR 9 to Highway 26	10.4	2	4	20.8	41.6	27
CR 10, Clearview	CR 90 to CR 9	7.3	2	4	14.6	29.2	19
CR 43, Springwater	CR 28 to Highway 26	7.2	2	4	14.4	28.8	19
Line 7 N, Oro Medonte	CR 19 to Highway 400	3	LOCAL	CR	6	6	8
CR 4, Bradford West Gwillimbury	8th Line BWG to CR 89	9.9	2	4	19.8	39.6	41
CR 21, Innisfil	CR 27 to CR 39	12.2	2	4	24.4	48.8	43
					216	**376**	**304**

†: *'2' = 2-lane road; '4' = 4-lane road; 'LOCAL' = local municipal road; 'CR' = County Road*

The next phase of projects, generally considered to be implemented by 2031, is summarized in **Table ES- 2**.

Table ES- 2: Medium Term Proposed Road Improvements

Road	Limits	Length (km)	Existing†	Future†	Existing Lane kms	Future Lane kms	Indicative Cost ($M)
Flos Road 4 Springwater	Highway 93 to Springwater/ Clearview boundary	19.7	LOCAL	CR	39.4	39.4	48
CR 4, Innisfil	CR 89 to Barrie City Limit	13.7	2	4	27.4	54.8	36
CR 10 Clearview	Highway 26 to 27/28 Sideroad / 12 Concession Sunnidale Road	2.7	2	4	5.4	10.8	7
CR53/Wilson Drive, Springwater	Ferndale Drive (Barrie City Limit) to Highway 26	5.7	2	4	11.4	22.8	15
12 Conc. Sunnidale Clearview	Springwater / Clearview boundary to CR 7	8.6	LOCAL	CR	17.2	17.2	21
5th Line, New Tecumseth/BWG	CR 10 to Highway 400	15.4	LOCAL	CR	30.8	30.8	37
CR 93, Midland	CR 25 to Highway 12	2.1	2	4	4.2	8.4	6
CR 93, Oro- Medonte	CR 11 to Barrie City Limit	2.2	2	4	4.4	8.8	6
					140	**193**	**175**

†: *'2' = 2-lane road; '4' = 4-lane road; 'LOCAL' = local municipal road; 'CR' = County Road*

Projects also have been identified for consideration post 2031. These are shown in **Table ES- 3**.

Table ES- 3: Long Term Proposed Road Improvements

Road	Limits	Length (km)	Existing†	Future†	Existing Lane kms	Future Lane kms	Indicative Cost ($M)
27/28 Sideroad, Clearview	Highway 26 to CR 124	8.2	LOCAL	CR	16.4	16.4	20
CR 88, BWG	Highway 400 to Bond Head By-Pass	2.3	2	4	4.6	9.2	6
Division Road Severn	Highway 12 to Highway 11	8.9	LOCAL	CR	17.8	17.8	21
CR10, NewTecumseth	Highway 9 to Tottenham Boundary	3.2	2	4	6.4	12.8	8
CR10 Tottenham By-Pass, NewTecumseth	3rd Line to north of 5th Line	4	0	4	0	16	20
CR 27- Bond Head By-Pass, BWG	6th Line to CR 1	6	0	4	0	24	30
CR 40, Springwater	Dobson Road to Barrie City Limit	1.4	2	4	2.8	5.6	4
CR 27, BWG	Highway 9 to 6th Line	8.3	2	4	16.6	33.2	22
CR 27, Springwater	Highway 26 to CR 22	7.5	2	4	15	30	20
CR 54, Innisfil	CR 21 to Barrie City Limit	4.2	2	4	8.4	16.8	11
CR 89 / CR 3, Innisfil	CR 53 to CR 39	9.4	2	4	18.8	37.6	25
4th Line, Innisfil	CR 53 to CR 39	9.4	LOCAL	CR	18.8	18.8	23
					126	**238**	**209**

†: *'2' = 2-lane road; '4' = 4-lane road; 'LOCAL' = local municipal road; 'CR' = County Road*

Supporting Policies and Actions

Road projects are supplemented by initiatives and policies that will help support the vision of a multi-modal future in the County. The overarching policy that serves as the foundation for the supporting policies is one of "complete streets." "Complete streets" are a network of roadways that are planned, designed, constructed, operated and maintained to safely and comfortably provide for the needs of all users, including motorists, cyclists, pedestrians, transit and school bus riders, movers of freight, persons with disabilities, seniors, the young and emergency users. A Complete Streets Policy has been developed for the County to identify the purpose, goals and policy directions to help ensure that the County road network can accommodate all transportation users and all modes of travel.

Recognizing that the TMP Update likely will be in place for five years before it is reviewed and updated, the supporting policies have been grouped for implementation in the first year, the second or third year, and the fourth or fifth year.

Also included in this chapter are recommended updates to the County Official Plan. These recommended changes will incorporate the vision of the TMP Update into the Official Plan.

Monitoring Project Implementation

The County needs to be able to monitor progress toward implementing the projects included in this TMP Update. A monitoring checklist has been developed to track progress, identify concerns that may delay implementation and identify and assign responsibility for actions to limit delays and get projects back on track. A sample checklist is provided in **Table ES- 4**.

Table ES- 4: Sample Monitoring Plan Checklist

Project Name: Sample Name			
Project Description:	A brief description of each project should be provided.	**Project ID:**	123456789
		Implementation Year:	20??-20??
		Budget:	$$$
		Status:	Complete
		Department Lead:	Mr. John Doe
		Staff Lead:	Ms Jane Doe
Issue Resolution:			
Issue:	Defines the issues that may hinder implementation. Requires an action plan with a person responsible and a date for the action to be taken.	**By Whom:**	Mr. John Doe
Resolution:	Proposed solution to be adopted.	**Completion Date:**	January-01-15

Transportation Input to the Development Charges By-law

The County is expected to update its Development Charges By-law in the year 2016. Included in this chapter is a list of road projects by implementation year, the project length and the estimated cost of the undertaking. This information will be foundational data that can be used in preparing the roads component of the next Development Charges By-law.

Public Consultation Wrap Up

A series of four public meetings were held in March 2014 at different locations throughout Simcoe County to present draft plans for roads, transit and active transportation, as well as to solicit feedback. The feedback supported the draft plans and re-emphasized some common themes heard throughout the development of the TMP Update, namely that the public is interested in:

- Active transportation – both for recreational purposes and as an alternative to automobile travel for everyday trips;
- Transit – including local service within municipalities, intra-County to connect nearby communities, and inter-regionally to destinations such as Barrie, Newmarket and Toronto; and
- Economic development – the transportation network needs to support local businesses.

This final chapter provides a summary of the written comments received from stakeholders and members of the public throughout the course of the study. It also provides an analysis of the almost 500 surveys that were completed through the study's online survey. These comments echo the verbal comments received at the Public Information Centres. While select roads may be highlighted due to congestion, the majority of the comments are focused on the need for viable alternatives to the private automobile. Respondents requested a greater focus on the provision of active transportation facilities for use not only for recreation purposes but also for everyday trips. Respondents also want to the see the County play a bigger role in the provision of transit services, with comments addressing local, intra-County and inter-regional transit trips.

As a result, a major focus of this TMP Update has been to address active transportation and transit, and to identify important next steps to facilitate the development of these modes of transportation throughout the county.

1.0 INTRODUCTION

1.1 Why Update the Master Plan?

The County of Simcoe last prepared a Transportation Master Plan (TMP) in 2008. That TMP was the County's first Transportation Master Plan and it focused on the big picture for the County's transportation future. The 2008 TMP identified challenges and opportunities to meet both current demand and the needs of the transportation network for the next 25 years. The 2008 TMP was the County's response to steady growth, an Official Plan review, an identified need to evaluate the existing transportation infrastructure and a desire to investigate long-range rapid transit feasibility.

The 2008 TMP provided a fundamental framework for the County's planned transportation corridors and systems. An update to the TMP is now needed to proceed toward an integrated transportation network with additional focus on transit services and nodes, active transportation amenities, as well as a review of County road design standards, cross sections and right-of-way widths. In addition, the County of Simcoe seeks to sustain, and where possible enhance the functionality of its road system for all transportation users.

Significant growth and development pressures in the County and surrounding areas, as well as the annual influx of seasonal residents and tourists present unique challenges for the County. A comprehensive and sustainable transportation plan is essential for the County to continue to plan for efficient and safe mobility in order to preserve and enhance the high quality of life. Provincial and County planning and transportation related factors have culminated in the need for the co-ordination of transportation and land use planning.

The purpose of this TMP Update is to provide direction for the planning, co-ordination and implementation of an integrated transportation network that considers road, transit, active transportation amenities, goods movement and commuter facilities for the next 30 years and beyond. This update will also guide the development and implementation of policies, in consideration of the ongoing need to examine existing and future transportation needs within the County.

The goals of the TMP Update include:

- Provide connectivity between transportation modes to move people and goods sustainably, efficiently and safely based on a hierarchical suite of mobility solutions;
- Establish a sustainable integrated multi-modal transportation system that reduces reliance upon any single mode, and promotes walking, cycling and transit;
- Solicit and integrate public consultation and contributions from across the County;
- Co-ordinate and collaborate with the private sector, government agencies and municipalities; and
- Define policies and long-term strategies that will result in the protection of transportation corridors for all modes of transportation to address current and projected population and employment growth.

1.1.1 Prioritizing Funding

The County of Simcoe needs to wisely invest its limited financial resources for transportation projects. The TMP Update will help the County prioritize transportation investments that will have the greatest positive impacts on mobility given the forecasted population and employment growth as well as the reality of financial constraints.

The County invests significantly in transportation construction and maintenance every year. The 2014 Capital Budget has designated $37 million for:

- Road construction;
- Intersection improvements;
- Bridge rehabilitation and replacement;
- Road platform rehabilitation; and
- Road maintenance.

Almost 70 projects will be undertaken with this investment. In addition to road projects, the County also supports local transit, provides matching funds through a grant program for active transportation facilities, is developing a County network of off-road multi-use trails, and supports transportation demand management and goods movement initiatives.

The County is using its available funding to provide a multi-modal transportation network. More information on what the County has accomplished since the 2008 TMP was adopted is available in Section 2.3.

1.2 How the Master Plan was Developed

1.2.1 The Study Process

The first step in the Master Plan process was to assess the existing transportation conditions in the County, and the planning and policy documents that frame the transportation context. A multi-modal assessment of roads, transit and active transportation facilities was conducted. Where data were available, current usage of the transportation network was analyzed and reported. The policy documents that affect the TMP, from the provincial level to the local level including neighbouring jurisdictions, have been reviewed to understand the

mandates that need to be met and the work already completed that should be considered as part of this TMP Update.

Concurrent with the assessment of existing conditions was the launch of the public consultation campaign. The first round of Public Information Centres (PICs) was held in May and June 2013 to gain input from the public on the pressing transportation issues and opportunities facing the County. A wide range of stakeholders were contacted from municipalities within the County, in addition to neighbouring jurisdictions, the Ministry of Transportation, First Nations and other stakeholder groups.

With an understanding of the existing conditions, the project moved into the second phase to identify transportation needs and opportunities within the County. A Multiple Account Evaluation (MAE) framework was established to analyze alternative future transportation scenarios. These scenarios were tested in the transportation model in order to confirm their likely suitability to meet the County's long term transportation needs.

A preliminary preferred future scenario was selected and brought to the public for comment through a second round of PICs which were held in March 2014. Stakeholders and the public once again were engaged to comment on and help refine the preferred future scenario.

Once consensus was reached on the future transportation scenario, an implementation plan was developed based on the rankings through the MAE process, with the projects that scored the highest being prioritized before lower scoring projects. Supporting policies were developed and the transportation component of the Development Charge (DC) by-law was prepared in order to assist the County on its next DC By-law review, expected in 2016. A monitoring plan was devised so that the County can measure progress toward the implementation of transportation investments, and progress towards its goals and objectives.

The TMP Update synthesizes the analyses, findings and recommendations based on the work conducted, and presents a clear vision of a multi-modal future for the County of Simcoe.

1.2.2 The Municipal Class Environmental Assessment Process

This Transportation Master Plan Update has been conducted under the requirements of the Municipal Class Environmental Assessment (EA) process. The Municipal Class EA (October 2000, amended in 2007 and 2011), provides a process in accordance with the EA Act for municipal infrastructure projects. Master plans, such as this TMP Update, are required to complete Phases 1 and 2 of the five phases of the Municipal Class EA process. These required phases include:

- Phase 1 – Identify the problem (deficiency) or opportunity; and
- Phase 2 – Identify alternative solutions to address the problem or opportunity by considering the existing environment and establishing the preferred solution.

Completion of Phases 1 and 2 of the Municipal Class EA process allows the County to move on to Phase 3 (Assessment of Design Alternatives) for the projects encompassed by this report, which fall under Schedule 'C' of the Class EA Document. Further consultation will be required for any of these projects.

1.2.3 The Public & Stakeholder Engagement Process

The Class EA process requires a minimum of three points of contact with the public, stakeholders and government agencies during completion of the TMP Update. The first point of contact was the Notification of Study Commencement. The Notification, which was posted on the County's website and published in several newspapers across the County, introduced the Update, supplied project team contact information and provided the opportunity for the public, stakeholders and government agencies to provide input and be included on a future contact list.

In an effort to receive feedback, a page was created on the County's website to provide information on the study, and an online survey was created and promoted in co-ordination with the Notice of Study Commencement. This survey was referenced in the Notice and was accessible via a hyperlink from the Notice published on the County's website.

The second point of contact was the initial round of Public Information Centres (PICs). Information regarding the first round of PICs held in May and June 2013 as well as the feedback received throughout the initial stage of consultation is provided in Chapter 4.0. The third point of contact was the second round of PICs, which were held in March 2014. Additional points of contact include the mandatory 30-day review period of the draft report and the presentation of the final report to County Council.

1.3 Who Developed the Master Plan?

The project team overseeing the development of the TMP Update was led by a County Steering Committee and included members of the consulting team. The team consisted of:

County of Simcoe

- Deborah Korolnek, P. Eng., General Manager, Engineering, Planning and Environment;
- David Parks, MCIP, RPP, Director, Planning, Development and Tourism;
- Christian Meile, P. Eng., Director, Transportation Construction / Maintenance; and
- Rachelle Hamelin, Planner III / TMP Project Manager.

Consulting Team

- David Richardson, P. Eng., PTOE, MMM Group – Project Manager;
- Brett Sears, M.Pl., MCIP, RPP, MMM Group – Project Co-ordinator;
- Mausam Duggal, MCIP, RPP, MMM Group – Modeling Lead;
- Claire Basinski, B.ES, MCIP, RPP, MMM Group – Consultation Lead;
- Michael Parker, MMM Group – Alternatives Analysis Lead; and
- Nathan Westendorp, MCIP, RPP, Cambium Inc. – Local Liaison and Policy Development.

1.4 Report Organization

This report is organized into 16 chapters, with 15 chapters following this introductory chapter addressing the following topics:

- Chapter 2.0: Understanding the County – presents the existing transportation conditions for all modes of transportation and analyzes corridors of existing concern;
- Chapter 3.0: What is Guiding the Development of the Master Plan?– summarizes the existing plans on the Federal, Provincial, County, local and surrounding jurisdiction level that need to be considered in the development of this TMP Update;
- Chapter 4.0: Transportation Vision for Simcoe County– describes the consultation process and identifies the key themes expressed in the feedback received through the first round of Public Information Centres;
- Chapter 5.0: Roads – describes the process used to arrive at the preferred County road network for the year 2031;
- Chapter 6.0: Context-Sensitive Road Design – illustrates through cross-sections how County roads could be modified to better serve all modes of transportation and all types of transportation users;
- Chapter 7.0: Roundabout Feasibility Guidelines – introduces roundabouts as an option for intersection design and includes a toolkit to help the County determine when a roundabout might be an appropriate intersection control device;
- Chapter 8.0: Transit – presents a three-pronged approach to the County's role in supporting transit;
- Chapter 9.0: Active Transportation – diagrams a County-wide AT network and recommends next steps to determining facility types as part of preparing a comprehensive Active Transportation Master Plan;
- Chapter 10.0: Other Multi-Modal Transportation Options – summarizes opportunities for air, water and rail as additional ways to move people and goods;
- Chapter 11.0: Transportation Demand Management – provides multiple measures for use by governments, private businesses and residents to manage traffic volumes during peak traffic periods;
- Chapter 12.0: Staged Implementation Plan – provides a breakdown of projects to be implemented by 2031 and projects for consideration post 2031;
- Chapter 13.0: Supporting Policies and Actions – groups the multi-modal policy recommendations from into timeframes for implementation over the next five years;
- Chapter 14.0; Monitoring Plan – describes a procedure to gauge progress on the implementation of this TMP Update;
- Chapter 15.0: Transportation Input to the Development Charges By-law – quantifies future road construction by horizon year for use in a future Development Charges study: and
- Chapter 16.0: Public Information Centre Round 2 – summarizes feedback from the second round of Public Information Centres held in March 2014, summarizes written comments received throughout the course of the study from stakeholders and the general public, and analyzes the almost 500 responses received to the online survey, which was available for use through the course of the study.

2.0 SIMCOE COUNTY TODAY: EXISTING CONDITIONS

2.1 Understanding the County

2.1.1 Simcoe's Socio-economic Profile

2.1.1.1 Population

The 2011 Census of Canada reported a population of 446,055 people in the Simcoe Area population, which represents an increase of approximately 5.7% since 2006. The Simcoe Area population has risen by roughly 90,000 people since 2001 as shown in Table 2.1.1.1-1, due in large part to a more affordable cost of living than can be found in the Greater Toronto and Hamilton area (GTHA), along with a significant aging population that has chosen to retire in the County.

Table 2.1.1.1-1: Simcoe Area Population Data, Years 2001-2011

Year	Simcoe Area Population
2001	375,906
2006	422,204
2011	466,055

Source: Census of Canada

In light of the continued population growth in the area, transportation infrastructure and services must be closely monitored. This will ensure that the County can accommodate the future needs of its residents by way of roads, multi-use trails and transit, plus the needs of commercial vehicles as they move goods to, from and through the County.

2.1.1.2 Employed Labour Force

From an economic standpoint, the employed labour force is a significant factor in determining the overall quality of a region's ability to sustain, and ideally grow, its local economy since it indirectly creates jobs to help serve the employed labour force. Traditionally, Simcoe County has fared well in this respect, with a high labour force and lower unemployment rates than the province as a whole. As shown in **Table 2.1.1.2 - 1**, the total labour force in the Simcoe Area has increased significantly since 2001.

Table 2.1.1.2 - 1: Total Labour Force

Area	2001	2006	2010	% Change 2001-2010
Simcoe Area	127,265	142,540	160,298	26.0%

Source: Derived from Statistics Canada (Census & Population, 2001 & 2006) and Manifold Data Mining, 2010 by Millier Dickinson Blais Inc.

2.1.1.3 Jobs

An important indicator of long-term growth opportunities in the County is the relationship between the number of jobs and the number of resident workers. For an area to achieve self-containment, a one-to-one ratio in the number of workers to jobs is highly desirable. As shown in Table 2.1.1.3-1, data from 2006 indicates that the number of resident workers in the Simcoe Area far exceeded the number of available jobs. This implies that a significant number of Simcoe residents commute outside of the Simcoe Area for employment.

Table 2.1.1.3 - 1: Employment vs. Labour Force (2006)

Area	Jobs	Labour Force	Ratio of Jobs to Labour Force
Simcoe Area – All Industries	83,525	142,540	0.59

Source: Derived from Statistics Canada (Census & Population, 2006) via REDDI for jobs by Millier Dickinson Blais Inc.

2.1.1.4 Median Household Income

The average household size in the Simcoe Area is two persons. The median household income is slightly above $62,000, which is marginally higher than the provincial median and significantly greater than the Canada-wide median, as shown in Table 2.1.1.4-1Error! Reference source not found.. This relatively high median household income can largely be attributed to the high number of older, well-established adults in the Simcoe Area who earn a far greater wage than younger individuals.

Table 2.1.1.4 - 1: Household Income (2006)

Area	Population	Median Household Income ($)
Simcoe Area	422,204	62,328
Ontario	12,160,282	60,455
Canada	31,612,897	53,634

Source: Statistics Canada

2.1.1.5 Median Age

As shown in Table 2.1.1.5-1, approximately 84% of the Simcoe Area's population is under the age of 65; however the median age in Simcoe is relatively high at 41.8. By comparison, the median ages for the GTHA and the Province of Ontario are 38.6 and 40.4 years of age, respectively. In terms of the percentage of the population by age group, the Simcoe Area is very similar to the GTHA, and virtually identical to the Province of Ontario as a whole.

Table 2.1.1.5 - 1: Simcoe Area and Province of Ontario Population by Age Group (2011)

Age Group (years)	Simcoe Area		Greater Toronto and Hamilton Area		Province of Ontario	
	Population	% Population	Population	% Population	Population	% Population
0 - 14	76,345	17%	975,330	17%	2,180,770	17%
15 - 24	58,870	13%	752,090	14%	1,716,545	13%
25 - 64	240,985	54%	3,148,980	56%	7,076,190	55%
65+	69,855	16%	706,665	13%	1,878,325	15%
Total	446,055	100%	5,583,065	100%	12,851,830	100%

Source: Statistics Canada. 2011

Given the aging population in the Simcoe Area, provisions must be made in the short term to provide for appropriate health care, transportation services and entertainment options for these residents. In addition, it also means that as more residents begin retiring, there is a growing need to replace these skilled workers in Simcoe, which if strategized and implemented properly, will bolster the economy and employed labour force in the next

few years. Specifically, the industries with the highest percentage of the County's labour force and those that will likely require the most skilled workers to compensate for the high number of retirees are as follows:

- Manufacturing (26,249 workers or 16.6%);
- Retail trade (18,317 workers or 11.6%);
- Construction (14,981 workers or 9.5%); and
- Health care and social assistance (14,383 workers or 9.1%).

Source: Derived from Statistics Canada (Census & Population, 2001 & 2006) and Manifold Data Mining, 2010 by Millier Dickinson Blais Inc.

2.2 County Travel Characteristics

This section of the Transportation Master Plan Update will address:

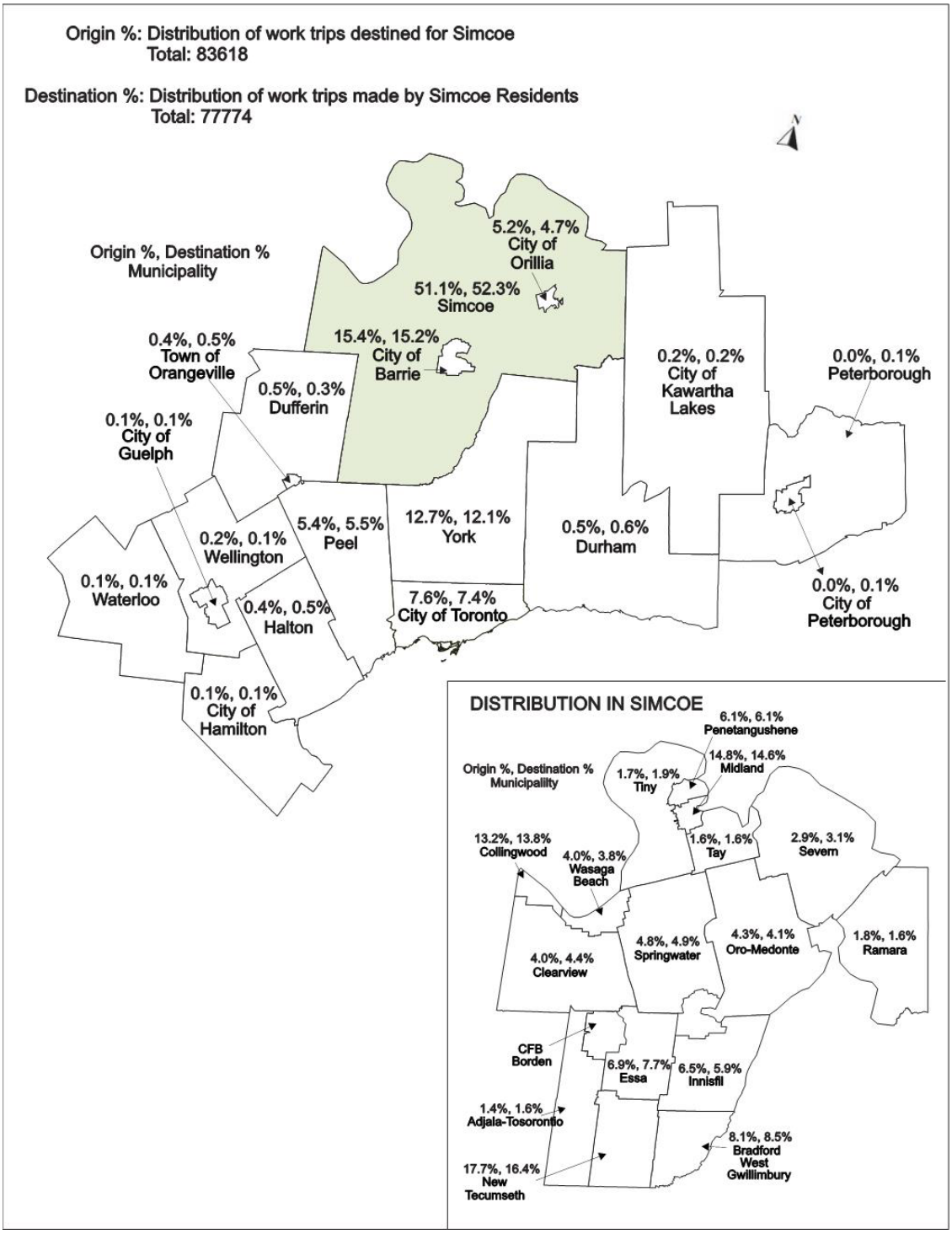
- Destination patterns;
- Modal split; and
- Seasonal travel patterns.

Destination Patterns

Given its proximity to the GTHA, it is important to understand major travel flows to, from and within Simcoe County in order to plan the future transportation network. Based on the 2011 Transportation Tomorrow Survey (TTS), **Figure 2.2-1** illustrates the work trip origins and destinations for Simcoe.

As shown in this figure, 73% of work trips destined for Simcoe originate from within the County, while 51% of Simcoe residents travel to neighbouring regions. Not surprisingly, the City of Barrie, York Region and the City of Toronto are the three geographic areas to which most Simcoe residents travel for out-of-County work given their proximity to the County and the employment opportunities available.

Conversely, a relatively small number of residents from these areas are destined to Simcoe County for work purposes. To further illustrate the origin-destination patterns **Table 2.2 - 1** provides a breakdown of the 24-hour volumes for all travel modes.



Source: 2011 Transportation Tomorrow Survey

Figure 2.2 - 1: Work Trip Origins and Destinations

Table 2.2 - 1: Origin-Destination Matrix

Municipality	Trips Origins (To County of Simcoe)	Trip Destinations (From County of Simcoe)
County of Simcoe	345,500	345,500
City of Toronto	12,700	12,800
Region of Durham	1,800	1,600
Region of York	26,000	26,300
Region of Peel	8,900	9,400
Region of Halton	1,000	1,200
City of Hamilton	400	700
Region of Niagara	600	600
Region of Waterloo	600	700
City of Guelph	500	500
County of Wellington	300	200
Town of Orangeville	1,400	1,300
City of Barrie	57,300	57,900
City of Kawartha Lakes	900	800
City of Peterborough	300	200
County of Peterborough	100	100
City of Orillia	22,600	22,900
County of Dufferin	3,200	3,200
City of Brantford	100	100
County of Brant	-	-

Source: 2011 Transportation Tomorrow Survey

Modal Split

In order to properly plan for the future, it is important to understand how commuters travel. **Table 2.2 - 2** and **Table 2.2 - 3** provide the travel patterns and the modal split of trips made by Simcoe County residents and trips made to the County, respectively.

Table 2.2 - 2: Resident Modal Split

Time Period	TTS Year	Mode of Travel				
		Auto Driver	Auto Passenger	Local Transit	GO Transit	Walk & Cycle
6 to 9 am	2011	71.6 %	12.6 %	10.9 %	0.3 %	4.7 %
	2006	68.0 %	12.5 %	13.1 %	0.1 %	6.2 %
	2001	70.1 %	11.2 %	12.0 %	0.2 %	6.5 %
	1996	67.1 %	11.2 %	13.7 %	0.4 %	7.6 %
24 hours	2011	72.9 %	18.2 %	5.2 %	0.1 %	3.6 %
	2006	71.1 %	18.1 %	6.2 %	0.0%	4.5 %
	2001	72.6 %	16.9 %	5.8 %	0.0 %	4.6%
	1996	70.3 %	16.5 %	7.4 %	0.1 %	5.7 %

Sources: 2011, 2006, 2001 and 1996 Transportation Tomorrow Surveys

Table 2.2 - 3: Non-Resident Modal Split

Time Period	TTS Year	Mode of Travel				
		Auto Driver	Auto Passenger	Local Transit	GO Transit	Walk & Cycle
6 to 9 am	2011	69.9 %	13.0 %	10.6 %	0.0 %	6.5 %
	2006	66.2 %	13.1 %	12.4 %	0.0 %	8.3 %
	2001	67.8 %	11.0 %	11.9 %	0.0 %	9.3 %
	1996	60.9 %	10.9 %	15.2 %	0.0 %	13.0 %
24 hours	2011	72.8 %	18.3 %	5.2 %	0.1 %	3.6 %
	2006	70.9 %	18.3 %	6.2 %	0.0 %	4.5 %
	2001	72.5 %	17.0 %	5.8 %	0.0 %	4.6 %
	1996	70.2 %	16.6 %	7.3 %	0.1 %	5.9 %

Sources: 2011, 2006, 2001 and 1996 Transportation Tomorrow Surveys

The keys points from the above tables are:

- The percentage of County commuters in the morning peak period who drive or are a passenger in a vehicle decreased by 1% relative to the 2001 TTS;
- Alternative modes of transportation account for 20% of all resident trips made in the a.m. peak period, which is an increase of 1% when compared to the 2001 data;
- Carpooling has become more popular among visitors to the County, with the percentage of drivers decreasing while auto passengers increased in the a.m. peak;
- Over a 24-hour time period, the percentage of both resident and non-resident auto trips has remained the same since 2001; and
- The use of alternative modes of travel has remained consistent since 1996.

The above data shows that while the percentage of commuters who drive a motor vehicle has decreased since 2001, this mode of travel is still the overwhelming choice for both residents and non-residents. While the decrease in auto driver trips is encouraging, this information shows that the County must make local transit and active modes of transportation such as walking and cycling more appealing options for commuters if any significant changes to the overall modal splits are to occur.

Seasonal Travel Patterns

With a wide range of tourist and seasonal destinations within Simcoe, the County experiences relatively consistent traffic volumes throughout the year. Paradigm Transportation Solutions Limited on behalf of the Ontario Ministry of Transportation (MTO) undertook detailed traffic counts in the fall of 2010 and summer of 2011 to assess the seasonal traffic volumes in the County. **Table 2.2 - 4** lists the station number, surveyed roadway and location of these counts.

Table 2.2 - 4: Seasonal Traffic Survey Station Locations

Station Number	Surveyed Roadway	Cross Street	Location
1	Highway 400	4th Line	Town of Innisfil
2	Highway 400	Line 4 North	South of Mt. Saint Louis
3	Highway 11	Bayou Road	Cumberland
4	Highway 404	Davis Drive	Newmarket
5	Highway 89	West of Highway 27	Cookstown
6	Highway 12	Durham Road 50	Gamebridge
7	Highway 11	Line 3 North	East of Crown Hill
8	Highway 27	Meadowland Boulevard	Thornton
9	Highway 12	Warminster Road	Warminster (Between Hwy 400 & Hwy 11)
10	Highway 9	Highway 27	Schomberg

Station Number	Surveyed Roadway	Cross Street	Location
11	Yonge Street (Regional Road 4)	Regional Road 3	Fennell
12	Highway 48	North of Smith Boulevard	Baldwin
13	Highway 12	West of Rosemount Road	Sturgeon Bay
13a	Highway 93	South of Hillsdale	Hillsdale
14	Regional Road 10	Nolan Road	Tottenham

Source: Simcoe Area Passenger Vehicle O-D Survey Traffic Count and Vehicle Classification Summary, January 2012 by Paradigm Transportation Solutions

The fall 2010 and summer 2011 survey results are provided in **Table 2.2 - 5** and **Table 2.2-6**, respectively.

Table 2.2 - 5: Fall 2010 Traffic Volumes

Station #	Fall Average Daily Traffic			Fall Average Weekday Traffic			Fall Average Weekend Traffic			Fall Average Weekend Survey Data Traffic		
	Total Volume	Trucks		Total Volume	Trucks		Total Volume	Trucks		Total Volume	Trucks	
		Volume	%		Volume	%		Volume	%		Volume	%
1	81,077	8,683	10.7%	81,043	9,769	12.1%	81,165	5,967	7.4%	83,337	6,592	7.9%
2	11,387	2,006	17.6%	11,207	2,249	20.1%	11,746	1,521	12.9%	12,177	1,863	15.3%
3	22,661	3,251	14.3%	22,557	3,715	16.5%	22,843	2,439	10.7%	23,913	2,591	10.8%
4	25,208	1,376	5.5%	26,509	1,639	6.2%	21,954	718	3.3%	22,141	642	2.9%
5	13,027	1,579	12.1%	13,711	1,786	13.0%	11,317	1,062	9.4%	12,417	1,329	10.7%
6	9,208	1,845	20.0%	9,098	2,283	25.1%	9,400	1,080	11.5%	10,118	1,417	14.0%
7	35,471	4,879	13.8%	36,209	5,397	14.9%	33,626	3,585	10.7%	33,811	3,301	9.8%
8	5,133	469	9.1%	5,261	503	9.6%	4,814	376	7.8%	4,580	351	7.7%
9	7,916	750	9.5%	8,397	884	10.5%	6,714	412	6.1%	6,371	335	5.3%
10	17,714	1,375	7.8%	18,842	1,704	9.0%	14,895	553	3.7%	15,931	662	4.2%
11	7,997	558	7.0%	8,556	619	7.2%	6,600	406	6.1%	6,003	333	5.5%
12	9,099	868	9.5%	9,728	1,110	11.4%	7,526	260	3.5%	6,855	146	2.1%
13	7,682	356	4.6%	8,115	451	5.6%	6,599	120	1.8%	7,019	150	2.1%
13a	6,506	n/a	n/a	6,930	n/a	n/a	2,724	n/a	n/a	2,998	n/a	n/a
14	6,126	459	7.5%	6,620	572	8.6%	4,894	176	3.6%	5,368	198	3.7%

Source: Simcoe Area Passenger Vehicle O-D Survey Traffic Count and Vehicle Classification Summary, January 2012 by Paradigm Transportation Solutions

Table 2.2 - 6: Summer 2011 Traffic Volumes

Station #	Summer Average Daily Traffic			Summer Average Weekday Traffic			Summer Average Weekend Traffic			Summer Average Weekend Survey Data Traffic		
	Total Volume	Trucks		Total Volume	Trucks		Total Volume	Trucks		Total Volume	Trucks	
		Volume	%		Volume	%		Volume	%		Volume	%
1	97,398	9,141	19.4%	94,569	9,928	10.5%	104,469	7,172	6.9%	102,672	6,240	6.1%
2	24,668	3,204	13.0%	23,155	3,281	14.2%	28,452	3,012	10.6%	28,544	2,514	8.8%
3	37,987	4,216	11.1%	36,770	4,422	12.0%	42,852	3,395	7.9%	39,596	2,671	6.7%
4	29,612	1,945	6.6%	30,501	2,282	7.5%	27,387	1,103	4.0%	27,900	952	3.4%
5	14,296	815	5.7%	15,229	943	6.2%	11,962	496	4.1%	11,839	447	3.8%
6	17,649	2,105	11.9%	16,532	2,444	14.8%	20,440	1,259	6.2%	20,242	1,122	5.5%
7	51,723	5,320	10.3%	51,633	5,989	11.6%	51,947	3,648	7.0%	49,033	3,017	6.2%
8	6,968	241	3.5%	6,452	285	4.4%	8,035	132	1.6%	8,227	103	1.3%
9	9,564	809	8.5%	9,867	941	9.5%	8,808	481	5.5%	8,456	439	5.2%
10	20,690	2,340	11.3%	21,147	2,799	13.2%	19,547	1,193	6.1%	18,864	1,028	5.4%
11	9,792	260	2.7%	9,799	298	3.0%	9,774	166	1.7%	9,710	139	1.4%
12	14,224	995	7.0%	12,873	1,249	9.7%	17,604	360	2.0%	18,721	268	1.4%
13	9,950	404	4.1%	10,083	505	5.0%	9,617	152	1.6%	9,224	111	1.2%
13a	6,241	236	3.8%	6,658	310	4.6%	5,302	72	1.3%	5,489	67	1.2%
14	97,398	9,141	19.4%	94,569	9,928	10.5%	104,469	7,172	6.9%	102,672	6,240	6.1%

Source: Simcoe Area Passenger Vehicle O-D Survey Traffic Count and Vehicle Classification Summary, January 2012 by Paradigm Transportation Solutions Limited

Generally speaking, the above numbers show that travel to, within and through Simcoe County can be quite high, and is not dependent on the time of year. For example, the range of average daily traffic volumes in the fall is from 5,133 to 81,077 vehicles per day. While the average volumes increase in the summer for all traffic, the percentage of trucks actually decreases. Overall, however, Simcoe County is clearly a major travel destination. Therefore, the County's transportation infrastructure must be carefully assessed to ensure that the future needs of the County's residents, workers and visitors are satisfied.

2.2.1 Public Transit

Simcoe County is currently being served with the following transit services:

- GO Transit;
- Local transit services with intra-regional links; and
- Other contract/shuttle services.

GO Train and Bus service is provided in Simcoe County (Barrie). Train service is provided on the Barrie line from the Allandale Waterfront station to Union Station, with stations at Barrie South and Bradford Simcoe County. In the morning peak, five trains depart every half-hour from 5:22 a.m. to 7:22 a.m. from Allandale Waterfront; in the evening peak, five trains depart approximately every half-hour between 4:10 p.m. and 6:50 p.m. from Union Station.

GO Bus service is provided from the Barrie Transit Terminal to the Newmarket GO Terminal with routes utilizing Highways 9, 11, 27, 88 and 400, with stops at locations in Barrie, Bradford and East Gwillimbury. Fifteen southbound buses depart every weekday from the Barrie Transit Terminal approximately every hour between 7:00 a.m. and 8:55 p.m.; while 20 northbound buses arrive every weekday at the Barrie Transit Terminal approximately every half-hour to an hour between 7:30 a.m. and 12:25 a.m. the following day.

Weekend bus service is available between Barrie Transit Terminal and the Aurora GO Station, with stops in Barrie, Bradford, East Gwillimbury and Newmarket, depending on the bus route. Nine southbound buses typically operating every two hours between 6:55 a.m. and 10:55 p.m.; nine northbound buses depart every two hours between 10:25 a.m. and 12:25 a.m. the following day. Local transit service is provided in:

- **Barrie** – The City of Barrie provides local bus service on 21 routes with regular (weekend and Saturday) service headways of 30 minutes and evening and Sunday service headways of 60 minutes. The Barrie Accessible Community Transportation Service (BACTS) offers accessible door-to-door service to those with mobility challenges. In addition to the local transit service, a new route will be offered from the Allandale Waterfront GO Station in Barrie to Essa Township including Angus and Base Borden. The New Barrie Transit (NBT) initiative, which includes stops in communities such as Angus along the Essa Township route, will start in August 2013. The NBT will shift the existing transit service to include a multi-hub system from its current single downtown terminal, consolidating routes on busy corridors for reduced headways and providing real-time schedule information (online, at bus stops and via telecommunication devices).
- **Collingwood** – The Town of Collingwood provides the Colltrans transit service on three routes with headways of 30 minutes. Service hours are from 6:30 a.m. to 9:00 p.m. Monday to Friday, 7:00 a.m. to 6:00 p.m. Saturday, 9:00 a.m. to 5:00 .m. Sunday with no service provided on statutory holidays. Accessible transportation is also provided in the Town of Collingwood. A partnership between the Town of Collingwood and the Town of Wasaga Beach provides a shuttle service between the towns with hourly headways between 6:00 a.m. and 7:00 p.m.
- **Midland** – The Town of Midland has two transit route operating Monday to Friday with hourly headways between 6:45 a.m. and 5:45 p.m. on the South Route and 7:15 a.m. to 65:15 p.m. on the North Route. Saturday service is also provided with hourly headways between 8:45 a.m. and 4:45 p.m. on the South Route and 9:15 a.m. to 4:15 p.m. on the North Route.
- Midland Tours offers coach bus service on a daily basis running on two separate lines using Getaway Coach Lines, Greyhound and Ontario Northland. The first services trips between Toronto, Barrie, Orillia and Casino Rama. The second line runs between Toronto, Barrie, Elmvale, Midland and Penetanguishene.
- **Orillia** – The City of Orillia operates five routes under contract with First Student Canada. The service operates on half hour headways at the majority of locations from 6:15 a.m. to 10:15 p.m. Monday to Friday, 8:45 a.m. to 8:15 p.m. Saturdays, and 8:45 a.m. to 4:45 p.m. Sundays. The Orillia Wheelchair Limousine Service (O.W.L.S) provides accessible door-to-door service for those with mobility challenges.
- **Wasaga Beach** – The Town of Wasaga Beach, under a partnership with Georgian Coach Lines, provides transit service in Wasaga Beach with hourly service from 7:00 a.m. to 7:00 p.m. seven days a week.

Various other transit services include school buses, Greyhound, shuttles to Casino Rama, Pearson Airport shuttles, and the Ontario Northland motor coach from Orillia and Barrie south to Toronto and north to Hearst with stops at communities between.

2.2.2 Active Transportation

Active transportation (AT) refers to any form of human-powered transportation including walking, cycling, using a wheelchair, in-line skating or skateboarding. AT facilities typically include sidewalks, shared space on roadways, bicycle lanes, paved shoulders, cycle tracks and trails. Active transportation can be integrated into daily activities and can be generally grouped into one of the following categories:

- Active Commuting: trips to and from work or school;
- Active Workplace Travel: trips during working hours such as using an active mode of travel to and from a meeting;
- Active Destination-Oriented Trips: trips to visit friends, going to the library, attending a sporting event, etc.; and
- Active Recreation: for fitness or recreation.

Trails refer to a multi-use or pedestrian only pathway that may be located within a road right-of-way such as a boulevard tail, or outside of a road right-of-way through a park or natural area, along a utility corridor, an abandoned railway right-of-way, etc. Trails can be designed with different characteristics depending on their location, ranging from wide (3.0 to 4.0m) multi-use asphalt trails and compacted granular surfaced trails, to woodchip and narrow (single track) natural surfaced (earth) trails for specific uses. Trails are often designed for recreation and provide users the opportunity to explore and enjoy the natural or built environment, but depending on their location may also be used for active transportation.

Simcoe County has an extensive trail system that supports active transportation modes for primarily active recreational purposes. Based on data provided by Simcoe County, there are over 207km of off road trails and 54km of on-road trails throughout the County. A majority of the linear trails within Simcoe County are located along abandoned rail corridors including the North Simcoe Rail Tail, the Oro-Medonte Rail Trail and the Thornton – Cookstown Trail. Segments of these trails have been identified as part of the Trans Canada Trail System. Furthermore, local cycling clubs, tourism organizations and municipalities have identified area-specific cycling routes and loops for active recreation.

Since the adoption of the 2008 Simcoe County Transportation Master Plan, the County has moved forward to improve the development of new trails and active transportation routes. Within the context of this 2013 Transportation Master Plan Update, an active transportation network can build upon the existing extensive trail network and plans. By identifying missing links and recommending additional candidate routes and infrastructure particularly within or between urban areas in the County, this network can support and encourage active transportation for all purposes throughout Simcoe County.

2.2.3 Rail

The 2008 TMP identified the three main rail freight operators in Simcoe County as CN Railway, Canadian Pacific Railway (CPR) and the Barrie-Collingwood Railway (BCRY). These are still the only railway services available in Simcoe County. CN Railway travels from Gamebridge, on the east side of Lake Simcoe, to Washago. It continues through Severn Township and heads north to Sudbury. CPR primarily services the Honda plant in Alliston. It carries heavy freight volumes, using the MacTier Subdivision, from Bolton through New Tecumseth and travels north into the middle of Simcoe County. It is CPR's most important transcontinental route to the western provinces. The BCRY travels on a short line mainly serving industrial clients between the City of Barrie and Utopia by providing transportation and switching services.

2.2.4 Marine

The 60 marinas in Simcoe County are separated into four groups. Georgian Bay Marinas are listed in **Table 2.2.4 - 1**, Trent Severn/Lake Simcoe Marinas in **Table 2.2.4 - 2**, Dryland Marinas in **Table 2.2.4 - 3** and Municipal Ports in **Table 2.2.4 - 4**.

Table 2.2.4 - 1: Georgian Bay Marinas

Georgian Bay Marinas	
► A.C. Marina, Penetanguishene ► Bay Moorings Marina, Penetanguishene ► Bay Port Yachting Centre, Midland ► Beacon Bay Marina, Penetanguishene ► Bridgeview Marina, Waubaushene ► Central Marina, Midland ► Cranberry Resort and Yacht Club, Collingwood ► Dutchman's Cove Marina, Penetanguishene ► Gloucester Pool Resort Marina, Port Severn ► Harbour West Marina, Penetanguishene ► Hindson Marina, Penetanguishene	► Marsh's Waubaushene Marina, Waubaushene ► Midland Bay Sailing Club, Midland ► Northwest Basin Marina, Penetanguishene ► Paradise Point, Port McNicoll ► Pier 69 Marina, Waubaushene ► Queen's Cove Marina, Victoria Harbour ► Starport Severn, Port Severn ► Sturgeon Point Marina, Wasaga Beach ► Twin Bridge Marina, Waubaushene ► Wasaga Marine, Wasaga Beach ► Wye Heritage Marina, Midland

Table 2.2.4 - 2: Trent Severn/Lake Simcoe Marinas

Trent Severn/Lake Simcoe Marinas	
► Big Chute Marina, Coldwater ► Blue Beacon Marina, Orillia ► Brentwood Marine, Barrie ► Bridge Port Marina, Orillia ► Bush's Boat Livery & Marine, Port Severn ► Cook's Bay Marina, Gilford ► Crates Lagoon City Marina, Keswick ► Crate's Lake Country Boats, Orillia ► Crother Twin Lake Marina, Orillia ► Golden Medonte Powerboat Club, Oro-Medonte ► Kon Tiki Marina, Gilford ► Lake Simcoe Marine, Bell Ewart ► Lauderdale Point Resort Inc. (Marina), Severn Bridge	► Lefroy Harbour Resorts, Lefroy ► Marina Del Rey, Brechin ► Mariposa Landing, Orillia ► McGregor On The Water, Washago ► Monte Reno Marina, Lefroy ► Nautilus Marine & Tackle, Bradford ► Ojibway Bay Marina, Ramara ► Rawley Resort and Marina, Port Severn ► Severn Falls Marina and Metal Works Inc., Severn Falls ► South Simcoe Marina, Keswick ► Starport Landing, Orillia ► Tanarac Park & Marina, Coldwater

Table 2.2.4 - 3: Dryland Marinas

Dryland Marinas	
► Blue Moon Marina, Barrie ► Butler's Marine Enterprises, Penetanguishene ► Double R Performance, Oro-Medonte ► Factory Recreation, Midland	► Leatherdale Marine, Orillia ► Pride Marine Group, Stroud ► Skyline Marina, Orillia ► Southwinds Marine Inc., Collingwood ► The Boat Warehouse, Coldwater

Table 2.2.4 - 4: Municipal Ports

Municipal Ports	
► City of Barrie Marina, Barrie ► Historic Port of Penetanguishene, Penetanguishene	► Port of Orillia, Orillia ► Town of Midland Dock/Slips, Midland

2.2.5 Air

There are seven airports in the County of Simcoe that were identified in the 2008 TMP. They are all still operating today and include:

- Barrie Springwater Airport;
- Base Borden Airfield – Military use only;
- Collingwood Regional Airport;
- Lake Simcoe Regional Airport (in Oro-Medonte);
- Lake St. John Airport (in Ramara);
- Mara Airport (in Orillia); and
- Huronia (Tiny, Midland, Penetanguishene) Airport.

The three main airports are Lake Simcoe Regional Airport, Collingwood Regional Airport and Huronia (Tiny, Midland, and Penetanguishene) Airport.

The Lake Simcoe Regional Airport, which lies between the Cities of Barrie and Orillia, provides quick access to major tourist facilities such as Casino Rama and the Muskoka region. Although the airport is relatively new (1993), it is strategically well placed for the following for reasons. First, it will benefit tremendously from the population and employment growth forecasted for Simcoe County by 2031 and beyond; second, the pending closure of Buttonville Airport in York Region already has encouraged the relocation of some aircraft and other operations to the Simcoe Regional Airport; third, the airport lies beyond the immediate area of influence of Pearson International Airport, which allows it to provide services that do not duplicate or compete with Pearson; and finally, its commercial Port-of-Entry status allows it to accommodate international passenger and freight traffic.

The Collingwood Regional Airport is a medium-sized airport that serves the local communities in Clearview Township, the Town of Collingwood and the Town of Wasaga Beach. It consists of one 5000 foot asphalt runway and one 2500 foot grass runway. This airport also includes a full service public terminal with a restaurant as well as a Town-owned maintenance building.

The Huronia (Tiny, Midland, Penetanguishene) Airport offers corporate aircraft servicing the needs of local companies, recreation pilots, visitors and emergency health care support aircraft and helicopters. It is both owned and operated by the municipalities of Midland, Penetanguishene and Tiny Township. It consists of one 4000’ asphalt runway, fuel and hanger services as well as a terminal that features conference room facilities.

2.3 Transportation Initiatives Implemented since the 2008 TMP

The 2008 Transportation Master Plan included a comprehensive approach to addressing the County's future transportation needs. This approach included the plans for the following components:

- Walking & Cycling;
- Transit Service;
- Transportation Demand Management;
- Goods Movement; and
- Road Network Optimization.

An overview of the County's progress and successes related to each of these components is provided in the subsections below.

2.3.1 A Plan for Walking & Cycling

The key element of the Plan involved the County taking on a greater leadership role in the promotion of walking and cycling plus the development of related infrastructure. The County's primary success has been the introduction of the Trails Connecting Communities Program (TCCP) in 2009. Based on an annual budget of $200,000, the TCCP is a grant program that provides 50/50 matching funds to Simcoe County municipalities for the construction of enhancement of trails and active transportation routes. Up to $30,000 is available to each TCCP applicant provided the project meets defined minimum criteria. Among others, the Program criteria ensure that projects contribute towards creating links that are of regional significance and are constructed to minimum standards.

The County has also established key partnerships in promoting the benefits of walking and cycling as well as developing healthy communities. The County has developed an important relationship with the Simcoe Muskoka District Health Unit (SMDHU). Leveraging the Health Unit's skilled and well-developed promotional resources, the County has been a funding partner in initiatives such as: Complete Streets Walking Adults in local communities, Active Transportation Symposia, and funding of signage for the Georgian Triangle 'Share The Road' pilot program.

In 2010, the County began stakeholder engagement leading to the development of a Simcoe County Trails Strategy. The Trails Strategy outlines the goals, objectives and strategic direction for trail development, strategic regional routes as well as the roles and responsibilities related to multi-use trails in the Simcoe area. Through existing funding, the County hopes to continue its partnerships with area municipalities to build a regional trail network that will both benefit the County's residents and provide a premier experience marketed to cycling and hiking tourists.

Where possible and beneficial, the County has pursued opportunities to develop active transportation infrastructure on its property, including through select County Forests (e.g. Lawden Tract), along County Roads (e.g. County Roads 43, 9, 44, 25, 23, etc.), or through County facilities (Georgian Village). It has also adopted a standard practice of including active transportation infrastructure into County Road construction projects. Where

off-road trails or multi-use pathways within the right-of-way are neither feasible nor recommended, paved shoulders (1.5 metres wide) are incorporated into the design of all road reconstruction projects where possible.

Through Tourism Simcoe County, the County has recently partnered with the Township of Oro-Medonte and the Barrie Cycling Club to develop a Cycling Strategy for the Township. Since the Township is already known as a haven for both road cycling and mountain biking, this pilot project will help establish a strategy which will ensure that future efforts to develop this market are well planned, co-ordinated and promoted.

The County's New Official Plan (January 2013 Draft Modified Version) proposes various policies supporting the development of infrastructure for walking and cycling. Most notably, the Official Plan requires local municipalities to develop Active Transportation Plans for all primary settlement areas as a background to inform future Official Plan updates.

2.3.2 A Plan for Transit Service

The County has allocated approximately $50,000 per year towards encouraging the establishment and expansion of local area transit services. The County has contributed towards or is involved in the following projects and initiatives:

- Collingwood Accessible Transit (1 year pilot program);
- Collingwood-Wasaga Beach Transit Link;
- Town of Bradford West Gwillimbury Transit Implementation Study;
- Barrie Transit expansion to Angus & CFB Borden; and
- Penetanguishene Transit Feasibility Study.

2.3.3 A Plan for Transportation Demand Management (TDM)

Transportation Demand Management (TDM) can be defined as "The use of strategies and policies to reduce transportation demand by various modes of transportation, most commonly the single-occupant vehicle." The 2008 TMP identified potential carpool lot locations throughout the County. It also suggested the implementation of various policy initiatives to lessen the need for commuting, such as teleworking.

The County has used the map from the 2008 Plan for TDM as a foundation to refine high priority locations for the development of carpool/commuter parking lots. As a result, the County has pursued the following projects:

- Design & Construction of a County Carpool Lot at Hwy 11/County Road 169 (Washago);
- Design of a County Carpool Lot at Hwy 11/County Road 49 (Township of Oro-Medonte);
- Site investigations & Feasibility analysis for a County Carpool Lot at Hwy 9/County Road 10 (Town of New Tecumseth);
- Site investigations & Feasibility analysis for a County Carpool Lot at County Road 93/ Yonge Street (Midland); and
- Preferred parking for Carpool vehicles at County Administration Centre (Midhurst).

As the first step towards facilitating telework and establishing a more robust economic infrastructure network, the County launched its Rural Connections Project in 2009. Through funding from the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), the County has worked with partners at Bell Aliant, Inukshuk and Bell Canada to expand internet services to rural underserviced areas of the County. With the project, 90% of the County now has access to broadband internet.

2.3.4 A Plan for Goods Movement

Since efficient goods movement is related to connectivity with other economic areas, the County has investigated various means to ensure that Simcoe's transportation network provides adequate access to key markets and destinations. The County recently partnered with the Region of York to conduct the York-Simcoe Boundary Area Transportation Study. This project analyzed the current and future transportation needs in the vicinity of southeastern Simcoe County and northwestern York Region. The study reinforced the need for the Highway 400-404 Link ("Bradford Bypass") and the goods movement connection it would provide between Simcoe County and the Greater Toronto Area.

The Barrie Collingwood Railway (BCRY) links the City of Barrie to the Georgian Triangle area of Simcoe County and terminates in Utopia. Currently the BCRY offers limited movement of goods; however the existing corridor is an excellent asset and offers the opportunity for community linkages and the option for additional goods movement in the future.

2.3.5 A Plan for Road Network Optimization

The County has a long and rich history of rebuilding and maintaining its road network. The 2008 TMP established a plan to optimize the road network for the future. This Plan for the Road Network was comprehensive and was based on a thorough analysis of network connectivity and road rationalization criteria. The component of the plan included a priority list of road reconstruction projects, recommendations for road classifications, as well as a list of roads that were suggested for transfer to achieve the optimized network in the future. Please refer to **Table 2.4.1-3** for a summary of the road segments in the County for which the County has pursued a jurisdiction transfer.

2.4 How it Works

2.4.1 Analysis of Road Classification System and Cross Sections

Roadways within the County are under one of three jurisdictions – the Province of Ontario, the County or the local municipality. There are three types of roadways under the County's road classification system: Primary Arterial, Secondary Arterial or Primary Arterial-Controlled Access.

Below is the proposed County of Simcoe Official Plan Schedule 5.5.1 which illustrates the roadway classifications throughout the County.

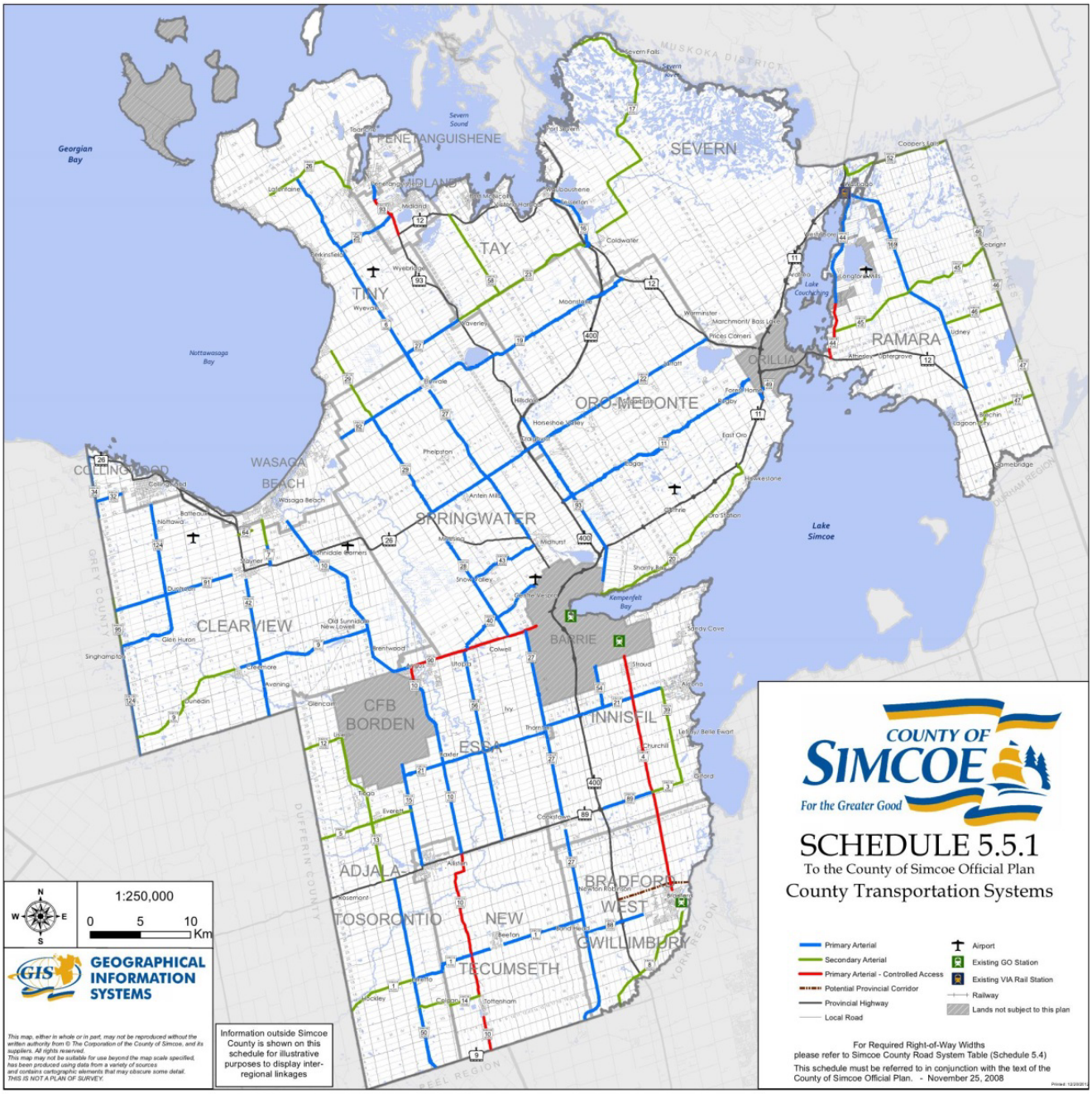


Figure 2.4.1 - 1: Adopted County of Simcoe Official Plan (2008) Schedule 5.5.1 - Road Classifications

The road rationalization criteria developed as part of the 2008 TMP are based on the criteria developed by the Ontario Good Roads Association (OGRA), MTO, Grey County and Essex County. Each of the criteria shown in **Table 2.4.1 - 1** is assigned a weighting factor to evaluate the different roadways. Any roadway with an overall score less than six was not considered to meet the criteria of County Roads.

Table 2.4.1 - 1: Simcoe County Road Rationalization Criteria

Criteria	Weighting
Connects to Municipalities/Population Centres	Yes = 2 No = 0
Connects to a County Road in Neighbouring Jurisdiction	Yes = 1 No = 0
Connects a Provincial Highway to a Population Centre	Primary Connection = 3 Secondary Connection = 1 No Connection = 0
Average Annual Daily Traffic (AADT) Threshold	<1000 = 1 1001 to 3000 = 2 3001 to 5000 = 3 5001 to 10,000 = 4 10,001 to 15,000 = 5 >15,000 = 6
Commercial Goods Corridor	Trucks per day 100 = 1 101 to 300 = 2 301 to 500 = 3 501 to 1,000 = 4 >1,000 = 5 Plus Connection to Aggregate area = 2 Industrial area = 3
Connects Major Recreational Centre to Provincial Highway	Major Road Connection = 2 Secondary Road Connection = 1 No Connection = 0
Provides Urban Congestion Relief/By-Pass	Yes = 2 No = 0
Emergency Detour Routes	Yes = 6 No = 0

Based on the above scoring system, three County functional roadway categories (Primary Arterial – Controlled Access, Primary Arterial and Secondary Arterial) were developed as presented in **Table 2.4.1 - 2**.

Table 2.4.1 - 2: Simcoe County Functional Road Classification

Classification	Volume	Access	Movement Function	Score
Primary Arterial-Controlled Access	Large	Strictly regulated	Connect major internal and external centres; provide for long distance people and goods movement	20+
Primary Arterial	Large	Moderate	Connect major internal and external centres; provide for long distance people and goods movement	10 to 19
Secondary Arterial	Moderate	Local properties, intersecting municipal roads and local streets	Connect internal settlements or activity centres, primary arterial roads, or settlements or activity centres with primary arterial road	6 to 9

Based on input from County Staff, **Table 2.4.1-3** summarizes any roadway jurisdiction transfer activities.

Table 2.4.1 - 3: Simcoe County Road Transfers

County Road/Municipal Road	Road Transfer/Best Efforts	Municipality	Status
► County Road 8	Road Transfer to Bradford	Bradford West Gwillimbury	► Approved Oct 2010 ► BWG maintains as of Oct 2011 ► Transfer 2016 or when 5th Line interchange opens or when Hwy 400/Canal Rd Interchange is closed
5th SR/10th SR ► 5th SR – from Bradford Limits to CR 88 ► 10th SR – from Bradford Limits to Line 8	Road Transfer to County	Bradford West Gwillimbury	► Approved Oct 2010 ► BWG maintains until June 15, 2015 ► Transfer June 15, 2011
5th Line ► From Hwy 400 west to Bradford Limits	Road Transfer to County	Bradford West Gwillimbury	► Approved Oct 2010 ► BWG maintains until transfer ► Transfer when Hwy 400/5th Line interchange opens
12th Concession – 27/28 SR ► 12th Con – CR 7 east to Clearview boundary ► 27/28th – Hwy 26 west to CR 124	Best Efforts Agreement	Clearview	► Approved Jan 2013
27/28th SR ► CR 7 to Hwy 26	Road Transfer to County	Clearview	► Approved Jan 2013 ► Township maintains until June 1st 2017 ► Transfer Jan 2013
Poplar SR/10th Con ► 10th Con from CR 32 to Poplar SR ► Poplar SR from 10 con to Hwy 26	Road Transfer to County	Town of Collingwood	► Approved May 2013 ► Town maintains until June 2016 ► Transfer June 2013
County Road 39 ► CR 21 to CR 3	Road Transfer to Innisfil	Town of Innisfil	► Going to June Council for approval ► County maintains until June 2016 ► Transfer upon execution of

County Road/Municipal Road	Road Transfer/Best Efforts	Municipality	Status
			Agreements – June 2013
5th SR ► Town of Bradford Boundary to City of Barrie Boundary south of McKay Road (10th Line)	Road Transfer to County	Town of Innisfil	► Going to June Council for approval ► Innisfil maintains until June 2016 except section from Hwy 89 south to Bradford Boundary – Innisfil maintains until June 2015 ► Transfer upon execution of Agreements – June 2013
10 SR ► Town of Bradford boundary to Innisfil Beach Road	Road Transfer to County	Town of Innisfil	► Going to June Council for approval ► Innisfil maintains until June 2016 except section from Hwy 89 south to Bradford Boundary – Innisfil maintains until June 2015 ► Transfer upon execution of Agreements – June 2013
CR 49 ► Orillia city limits to a point 660 feet northeast of Hwy 11 centreline	Road Transfer to City of Orillia	City of Orillia	► Approval still outstanding
CR 49 ► Woodland Ave to Line 15	Road Transfer to Oro-Medonte	Oro-Medonte	► Going to June Council for approval ► Transfer 30 days upon executing the Agreement
7th Line ► Hwy 11 to CR 22	Best Efforts Agreement	Oro-Medonte	► Approved February 2013 Council
5th Line ► CR 10 to Bradford Boundary ► Industrial Parkway ► CR 10 to Hwy 89	Best Efforts Agreement	Town of New Tecumseth	► Outstanding – waiting on Town of New Tecumseth
Division Road ► Hwy 12 to Hwy 11	Best Efforts Agreement	Township of Severn	► Outstanding – on hold as per Town of Severn
CR 40 ► Pinegrove Road to CR 90	Road Transfer to Springwater	Township of Springwater	► Approved February 2013 Council ► County maintains until

County Road/Municipal Road	Road Transfer/Best Efforts	Municipality	Status
			Transfer completed ► Transfer occurs when re-alignment of Pinegrove and intersection of CR 40 and CR 90 construction complete
Pinegrove Rd ► CR 90 to CR 40	Road Transfer to County	Township of Springwater	► Approved February 2013 Council ► Springwater maintains until Transfer completed ► Transfer occurs when re-alignment of Pinegrove and intersection of CR 40 and CR 90 construction complete
Wilson Drive ► Barrie City Limits to Hwy 26	Road Transfer to County	Township of Springwater	► Approved Jan 2013 ► Transferred and Maintained by County
Flos Road 4 ► Township Boundary to Hwy 93	Best Efforts Agreement	Township of Springwater	► On hold as per Springwater Clerk

Cross Sections

Currently, Simcoe County does not have standard cross sections for the three functional road classifications (Primary Arterial – Controlled Arterial, Primary Arterial and Secondary Arterial) as previously discussed. Rather, the County has minimum dimensions for different cross section elements presented in the document entitled Policies and Procedures Manual 2011 – Transportation and Engineering Department. These cross section elements are presented in **Table 2.4.1-4**. Please see **Appendix A: Typical Cross Sections** for an illustration of a typical 30.5m rural cross section.

Table 2.4.1 - 4: Simcoe County - Minimum Cross Section Elements

Cross Section Element	Width
Through Lane	3.75
Left and Right Turn Lane	3.5
Centre Left Turn Lane	5.0
Paved Shoulder	1.0
Gravel Shoulder	2.5
Shoulder Rounding	0.5

With the increased demand of active transportation facilities, the 2008 Simcoe County TMP also developed a few examples of typical rural cross sections that incorporated both on/off-road cycling and walking infrastructure as illustrated in the figures in **Appendix A: Typical Cross Sections**. The typical on-road and off-road facilities were determined to be 1.5m and 2.2m, respectively.

There is an opportunity to develop some typical cross sections for the three functional roadway classifications that consider the latest design guidelines from OTM Book 18: Bicycle Facilities that would be appropriate for the County of Simcoe.

2.5 Roadway Network

2.5.1 Transportation Model Update and Validation

A transportation model of the road network in Simcoe County and adjacent municipalities was developed as part of the 2008 TMP. This TMP Update will use the existing model as a base to assist in forecasting future travel demands in light of updated projections for population and employment growth in the County and surrounding communities.

The transportation model simulates the vehicle travel demands using the major road infrastructure in the County based on existing observed travel patterns and forecasts of future growth. The model uses a series of Traffic Analysis Zones (TAZs) to represent areas with common land uses or areas that load traffic onto the road network at key points. The original Simcoe County Transportation Model was built using the existing travel patterns (number of trips, trip purpose, mode of travel) between traffic zones reported in the 2006 Transportation Tomorrow Survey (TTS), combined with recreational trip making patterns observed in the 2010 and 2011 origin destination (O-D) surveys. At the time of the preparation of this TMP Update, the 2006 TTS data remained the most recent data available for model development. These data will be used again as the base to determine existing trip patterns.

As part of the update and validation process, the existing model was reviewed to determine whether or not the existing 87 TAZs defined for the original model still adequately represent the County (including the cities of Barrie and Orillia), or if they need to be refined to reflect changing land use or travel patterns.

A number of auto network updates will be carried out in the model to improve the representation of the network and the auto assignments. The following network parameters will be reviewed and modified as part of this model update:

- Lanes = updated to reflect where roads have been widened or narrowed;
- Link capacity = updated to reflect current conditions based on recent traffic counts;
- Link speeds = updated to reflect changes in posted speed limits;
- Volume Delay Functions (VDF) = updated to reflect recent traffic counts; and
- Road classification = updated to reflect where road classifications have been changed.

In addition, the following existing model parameters will be updated to improve the model's fit to observed values. The revisions documented below were carried out in an effort to increase the auto peak hour trip making to, from and within the County of Simcoe:

- Auto occupancy factors: Review auto occupancy factors based on an analysis of the 2006 Cordon Count data and recent studies, as available;
- Peak period to peak hour factor (Auto): Review the peak period to peak hour factor based on an analysis of the 2006 Cordon Count data;
- Transit Mode Splits: Revise the work transit mode splits. This revision initially was based on the 2006 TTS data, but was then further adjusted to improve the accuracy of the model;
- Trip generation rates to reflect trip patterns that differ by geographical areas, and because of special generators;
- Trip distribution models were implemented that use travel times as an impedance to determine the number of trips between each TAZ pair;
- Once the model was calibrated to predict the base year trips, the model was tested, or validated, to determine if the trip assignment process can replicate existing observed volumes on the road network. The model was validated by comparing the observed volumes from the existing count data with the simulated volumes for the same links from the model. This was done by conducting a screenline analysis. Screenlines are cordons drawn across a number of roads at which demand is compared to capacity. Screenlines are often employed at constraint points in the network such as rivers, freeways or railway corridors, and at points where volume/capacity ratios are of particular importance for travel or the economy, for example a cordon around a downtown area; and
- Vehicle volume data, the same screenlines used in the original 2008 TMP, shown in **Figure 2.5.1 - 1,** were used in the TMP Update to validate the model and to use as a comparison of changes in traffic volumes between the analysis years for the existing conditions.

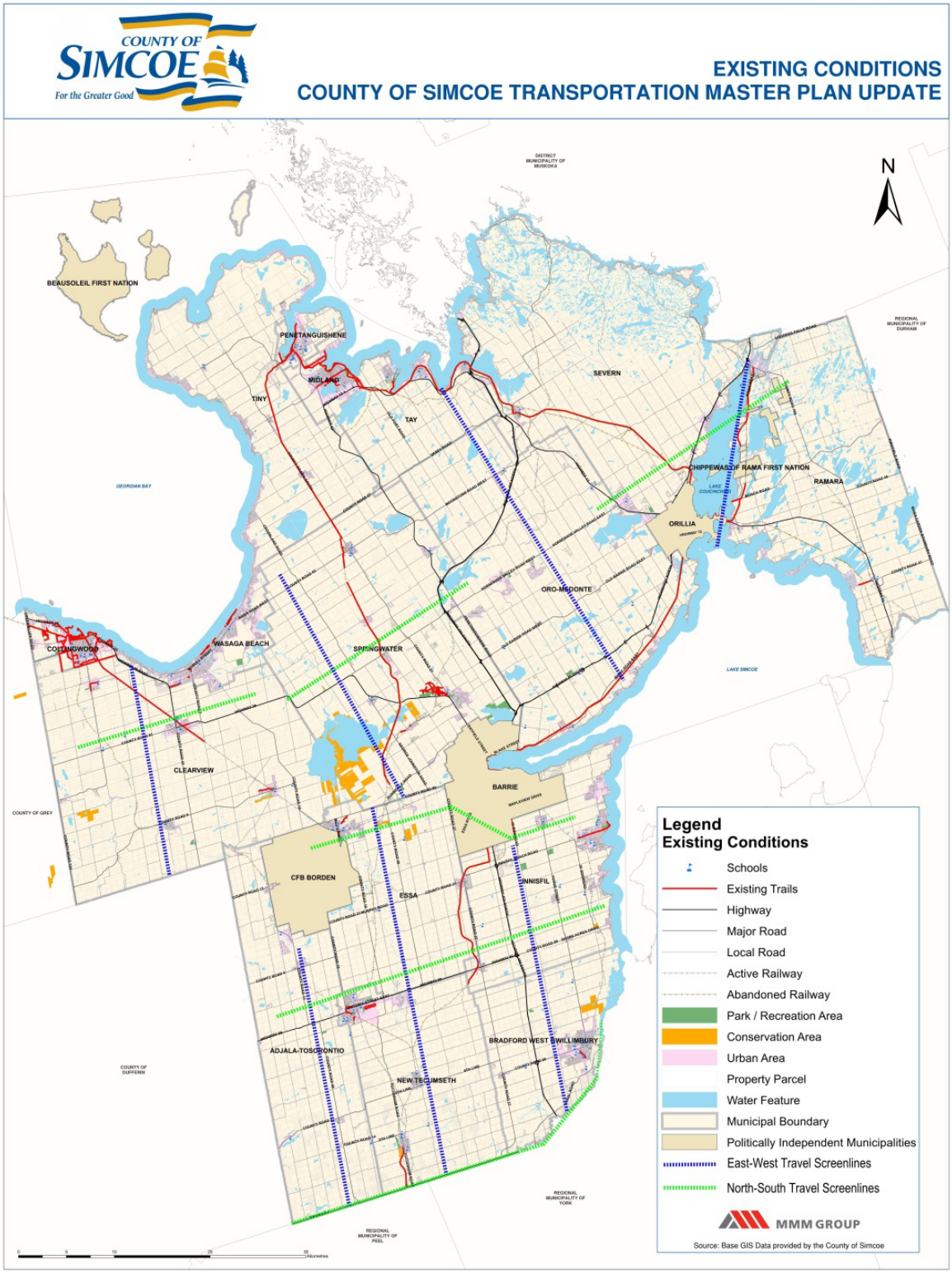


Figure 2.5.1 - 1: Screenline Locations for Model Variations

2.5.2 Major Travel Flows – Commercial Vehicles

The County of Simcoe is home to Highway 400, CN and CP rail lines, plus a number of other major highways that are not controlled access, which create an effective network for the movement of goods and commercial vehicle (CV) traffic within and through the County. Various routes are utilized to connect urban centres, including manufacturing and service areas, for the purpose of supplying goods and services to the public.

There are currently three major rail routes that service the area as shown in **Figure 2.5.2 - 1: Active Railways in Simcoe County**.

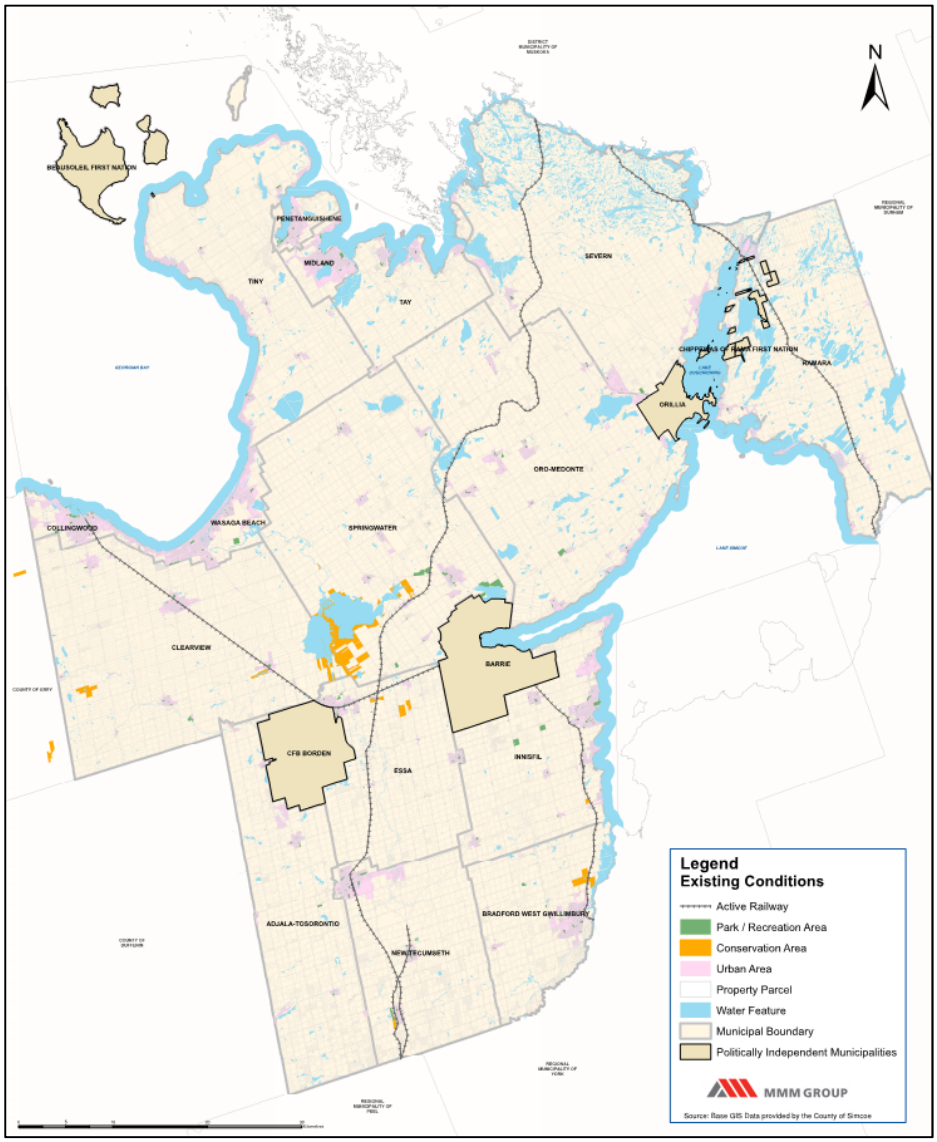


Figure 2.5.2 - 1: Active Railways in Simcoe County

Regarding the flow of CVs, Simcoe County does not currently have any designated CV routes. Despite this, all County Roads qualify as CV routes and are utilized for freight transport along with the Provincial highways. The most utilized route in the area is Highway 400 due to its high speed and capacity for CVs. There are limited, if any, other north-south roads in the area that are capable of accommodating a large amount of heavy vehicles safely and efficiently.

Data obtained from the 2011 Cordon Count Data (Data Management Group, University of Toronto) for the York-Simcoe Cordon, seen as screenline 1 in **Figure 2.5.2 - 2**, shows that there were 5,260 northbound and 5,195 southbound daily CV trips. Information was also gathered for the number of CVs travelling past this cordon using Highway 400. The daily count for 2011 showed that 3,147 (60%) CVs travelled north, and 3,191 (61%) travelled south, using Highway 400. This supports the recognition of Highway 400 as one of the only viable high-speed routes with capacity for CV movement.

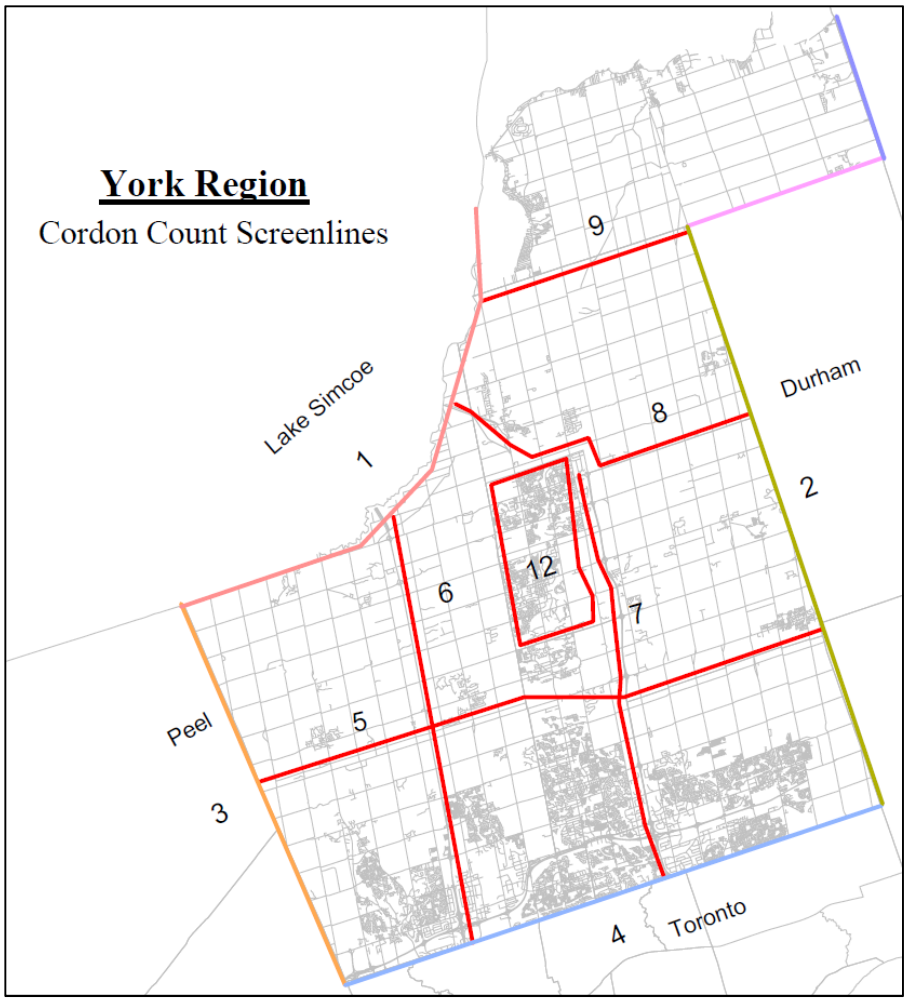


Figure 2.5.2 - 2: Map of York Region Cordon Lines

In terms of east-west travel, the roads experiencing high CV volumes include Highway 89 and Highway 9. Highway 89 provides access to the Alliston Honda plant in the Town of New Tecumseth, whereas Highway 9 serves as a connection from Simcoe County to the major urban centres of Newmarket and Orangeville.

The following section provides a series of CV traffic assignments based on the 2010/2011 Ministry of Transportation Ontario (MTO) Commercial Vehicle Survey (CVS). The assignments were completed by MTO, and trip activity was captured on a daily basis for CVs travelling to, from and through Simcoe County.

Figure 2.5.2 - 3 focuses on the CV volumes in the general area of Simcoe County. It can be seen that there is a high volume of CV traffic between Barrie and Toronto, primarily using Highway 400. This large flow occurs on Highway 400 since it is considered to be the only high-speed and high-capacity north-south route connecting the GTHA with Simcoe County, and further on to northern Ontario. Other Provincial highways in the County are also utilized, such as Highways 9, 11, 12, 26 and 93. Aside from Highway 11, these other routes experience moderate CV traffic.

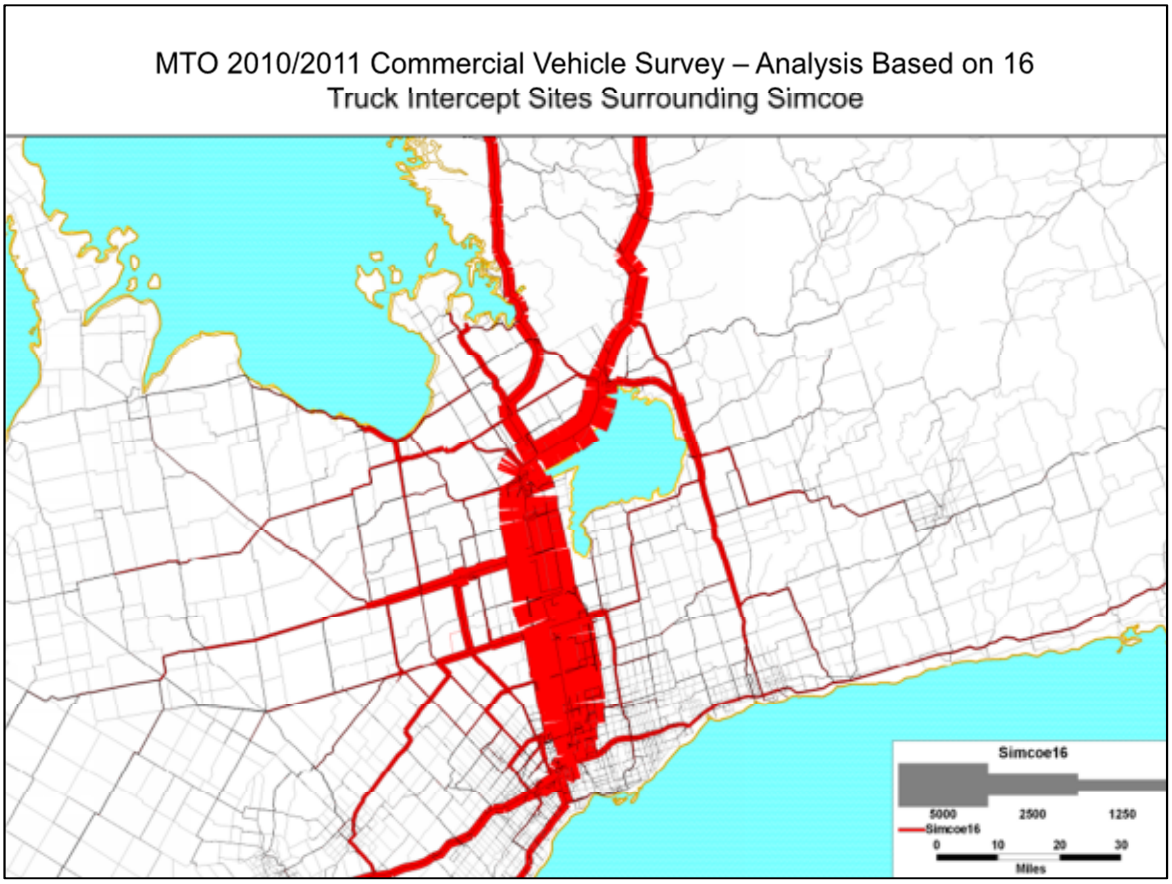


Figure 2.5.2 - 3: Truck Volumes in Simcoe County and Surrounding Area

Figure 2.5.2 - 4 and **Figure 2.5.2 - 5**, shows detailed CV assignments on major highways in the County, including Highway 400.

Figure 2.5.2 - 4 shows the importance of Barrie as both a significant CV generator (producer and attractor) from where the CV flows divide to continue along Highway 400 to Parry Sound and Sudbury, and Highway 11 to Orillia and North Bay.

Moderate CV traffic is also seen on Highways 12, 26, 93, 89, and 9. Highway 26 is used as a connection to Wasaga Beach and Collingwood, Highway 93 serves the Midland and Penetanguishene areas, Highway 12 is used for access to the eastern portion of Simcoe County and mainly serves the City of Orillia, Highway 89 connects New Tecumseth and the Alliston Honda Plant, and finally Highway 9 also experiences moderate truck traffic, since it provides a connection to the County from Newmarket and Orangeville.

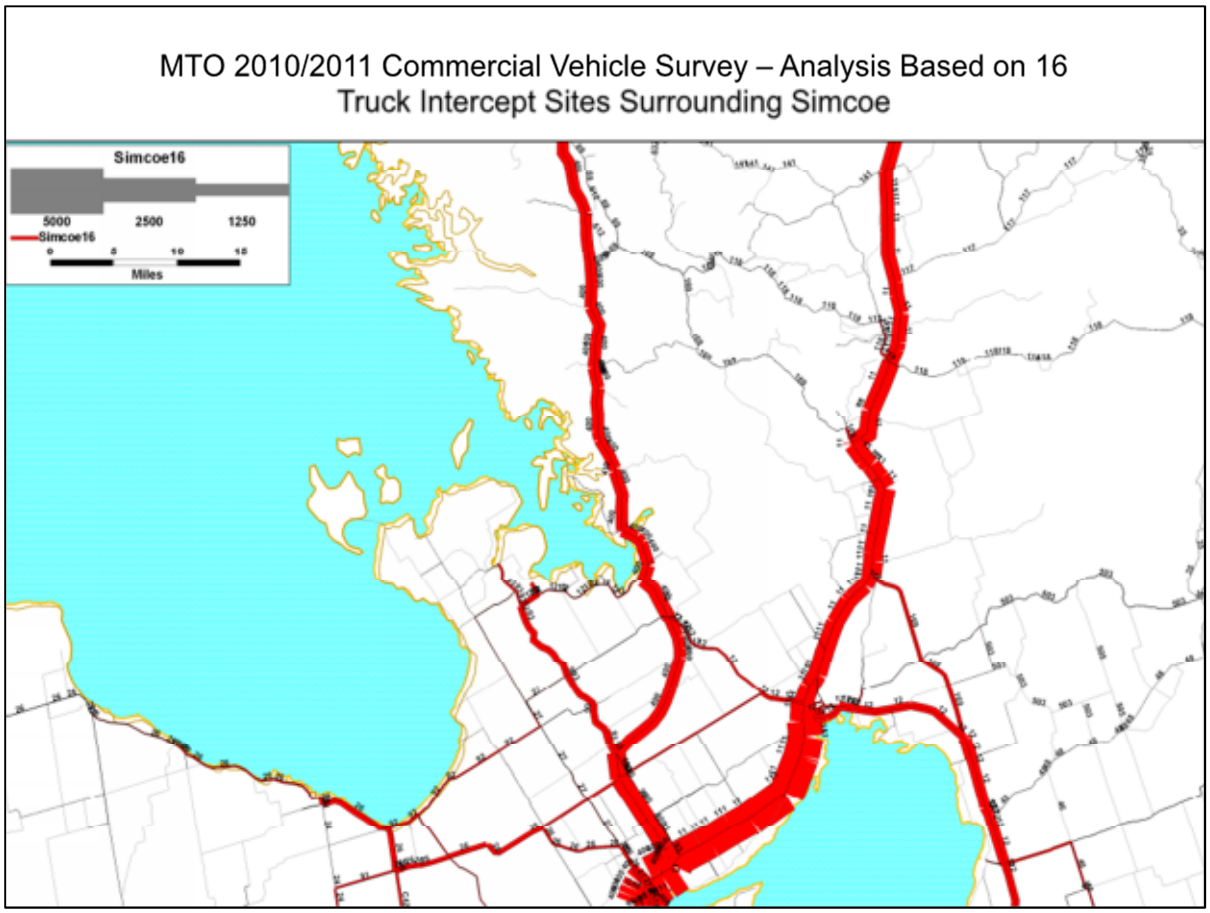


Figure 2.5.2 - 4: Truck Volumes at Highway 400 and Highway 11

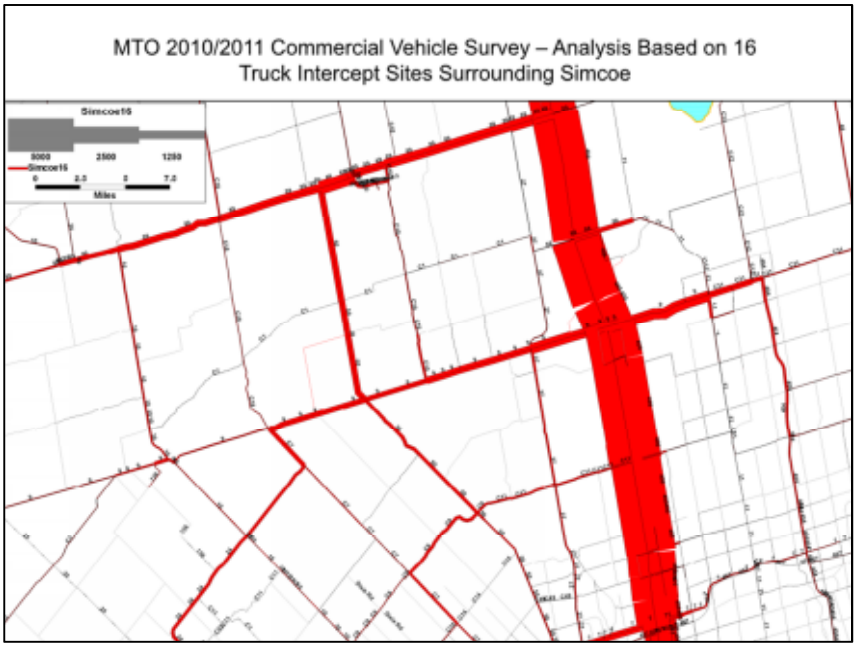


Figure 2.5.2 - 5: Truck Volumes at Highways 400, 89 and 9

Figure 2.5.2 - 6 displays the 2011 to 2051 commodity sector HIS Global Insight/Transport Canada National Multimodal Commodity Flow Forecasts, as applied to the 2011 CVS. The largest forecasted growth is observed in the minerals, manufacturing, food, and automotive commodity sectors. This correlates with the existence of manufacturing plants and quarries in the County, including the Honda plant in Alliston.

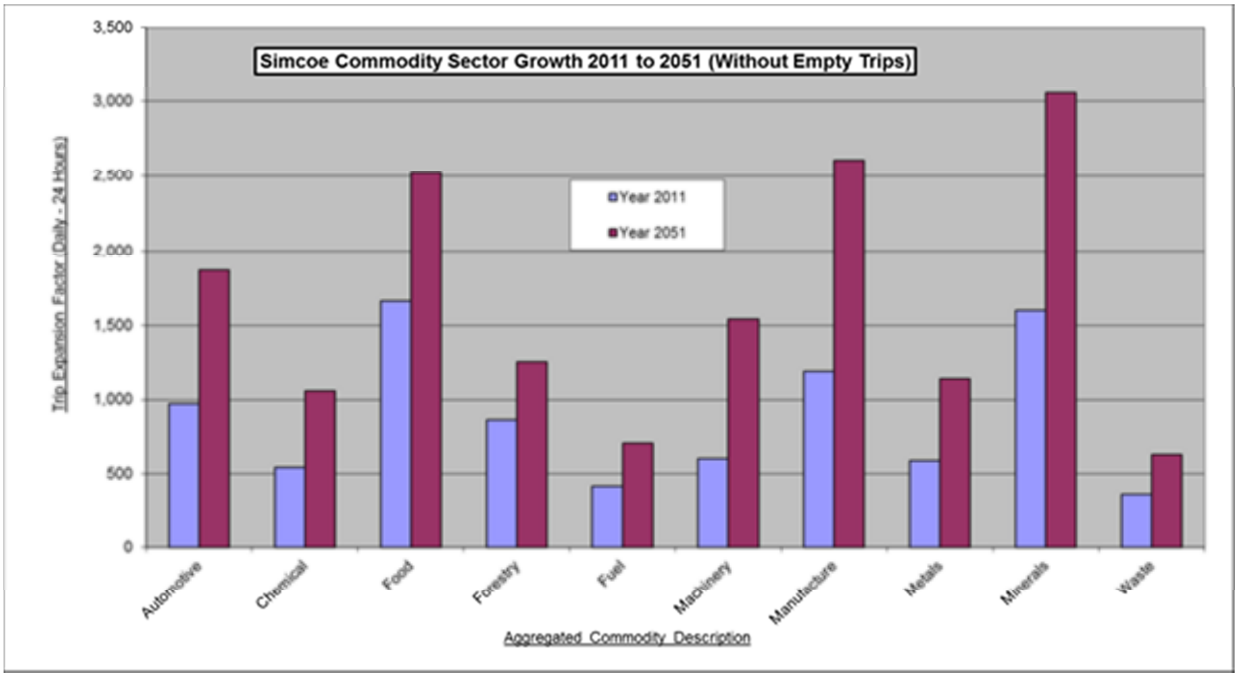


Figure 2.5.2 - 6: Forecasted Commodity Sector Growth in Simcoe from 2011 to 2051

2.5.3 Major Travel Flows – Transit

Regional Transit service for Simcoe County is provided by GO Transit. GO Bus and Rail ridership data was determined based the cordon count data for the years 2009 and 2011. The daily three hour peak period ridership is presented in **Table 2.5.3 - 1** for 2009 and 2011. The data indicates that there was a steep decrease in GO Bus ridership while GO Rail occupancy was virtually unchanged between the two years.

Table 2.5.3 - 1: GO Transit Ridership 3h Peak Period

Year	GO Bus	GO Rail
2009	465	762
2011	155	768

2.6 Existing Levels of Service

2.6.1 Macro Analysis – Screenlines

One way of measuring travel demand and existing levels of service is across screenlines. As reported in **Transportation Model Update and Validation**, the screenlines used in the 2008 TMP will be analyzed again in this TMP Update for purposes of continuity. A comparison of existing demands to capacity on the screenlines was completed using annual average daily traffic data. In instances where such data were not available, turning movement count data was utilized.

2.6.2 Traffic Operations Analysis – Key Corridors

The objective of the traffic operations analysis was to identify any short term localized transportation issues along some of the key corridors within the County of Simcoe. A collaborative effort was made with County staff to identify the following five key corridors for assessment:

- **Corridor 1**: County Road 93 (CR 93);
- **Corridor 2**: County Road 44 (CR 44);
- **Corridor 3**: County Roads 124 (CR 124);
- **Corridor 4**: County Road 27 (CR 27); and
- **Corridor 5**: County Road 10 (CR 10).

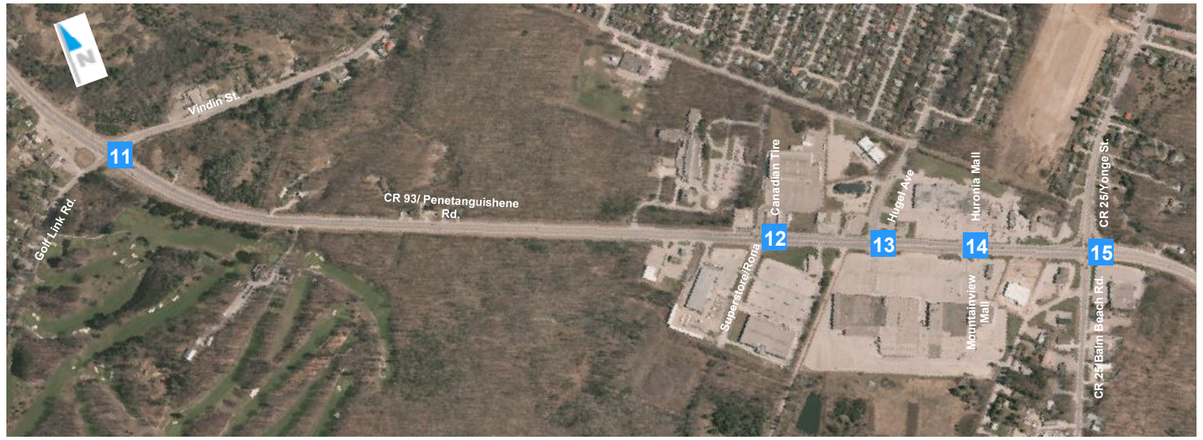
The intent of this analysis is to capture typical commuter traffic conditions during the non-summer weekday a.m. and p.m. peak hours at key signalized intersections along the five corridors. The corresponding turning movement counts and signal timing plans primarily provided by Simcoe County, MTO and various municipalities. The traffic volumes and lane configurations of the analyzed intersections are presented for each corridor. The turning movement counts and signal timing plans are presented in **Appendix B: Counts and Timings**.

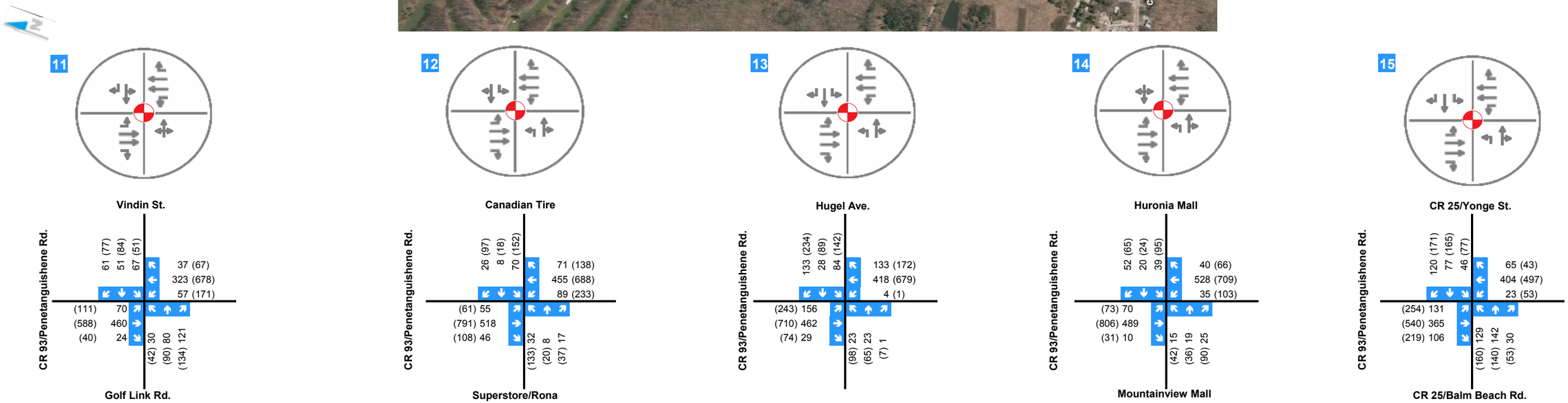
Synchro 8 traffic analysis software was utilized to perform intersection capacity assessments of existing traffic conditions. This software incorporates the methodology outlined in the Highway Capacity Manual (HCM), Transportation Research Board, 2000. An intersection capacity analysis provides an indication of traffic operations based on calculations of volume-to-capacity (v/c) and delays for individual movements at an intersection. Level of Service (LOS) denoted by letters 'A' through 'D', represent satisfactory traffic operations. LOS denoted by the letters 'E' and 'F' represent congested traffic operations. Critical movements are defined as those with volume-to-capacity ratios of 0.85 or higher. The Level of Service definitions for signalized and unsignalized intersections are included in **Appendix C: Level of Service Definitions**.

Corridor 1: County Road 93

County Road 93 (CR 93) is classified as a north-south Primary Arterial County Road with posted speed limits of 80 and 60 km/h in the relatively lower and higher density areas, respectively. CR 93 serves as an important inter-municipal roadway that connects the Towns of Penetanguishene and Midland to the rest of GTHA via Highway 400. As a result, County staff have selected a two kilometre stretch of CR 93 for detailed intersection capacity analysis at five signalized intersections as illustrated in **Figure 2.6.2 - 1**. The northerly limit of the analysis corridor is at Golflink Road/Vindin Street adjacent the Midland Golf and Country Club, while the southern limit is Yonge Street/Balm Beach Road East that services a number of "big-box" retail stores, shopping centres and various dining and entertainment venues. The results of the intersection capacity analysis are presented in **Figure 2.6.2 - 2** to **Figure 2.6.2 - 3** with detailed results presented in **Appendix D1: Detailed Synchro Reports for County Road 93**.

The intersections along County Road 93 operate at an acceptable level with a LOS C or better in both the a.m. and p.m. peak periods. There are no critical movements along the corridor based on the existing traffic volumes and signal timing plans.



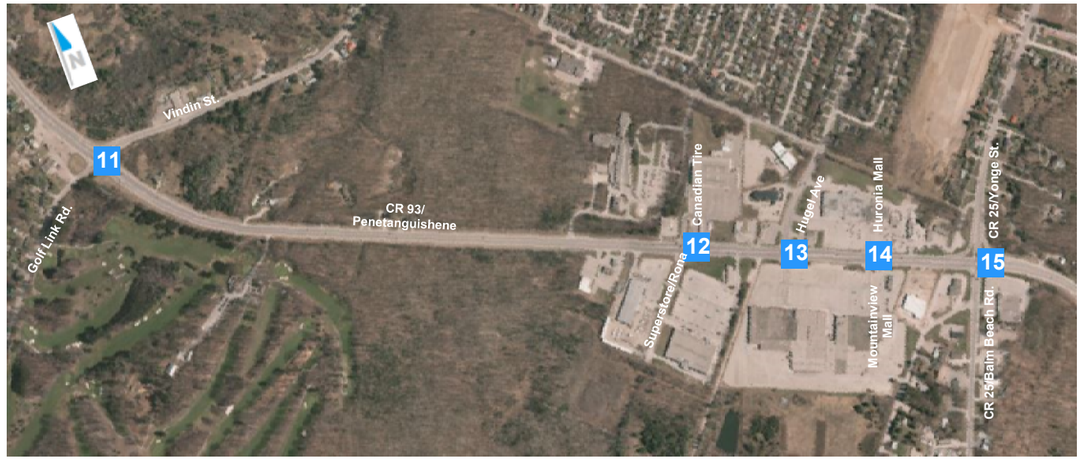


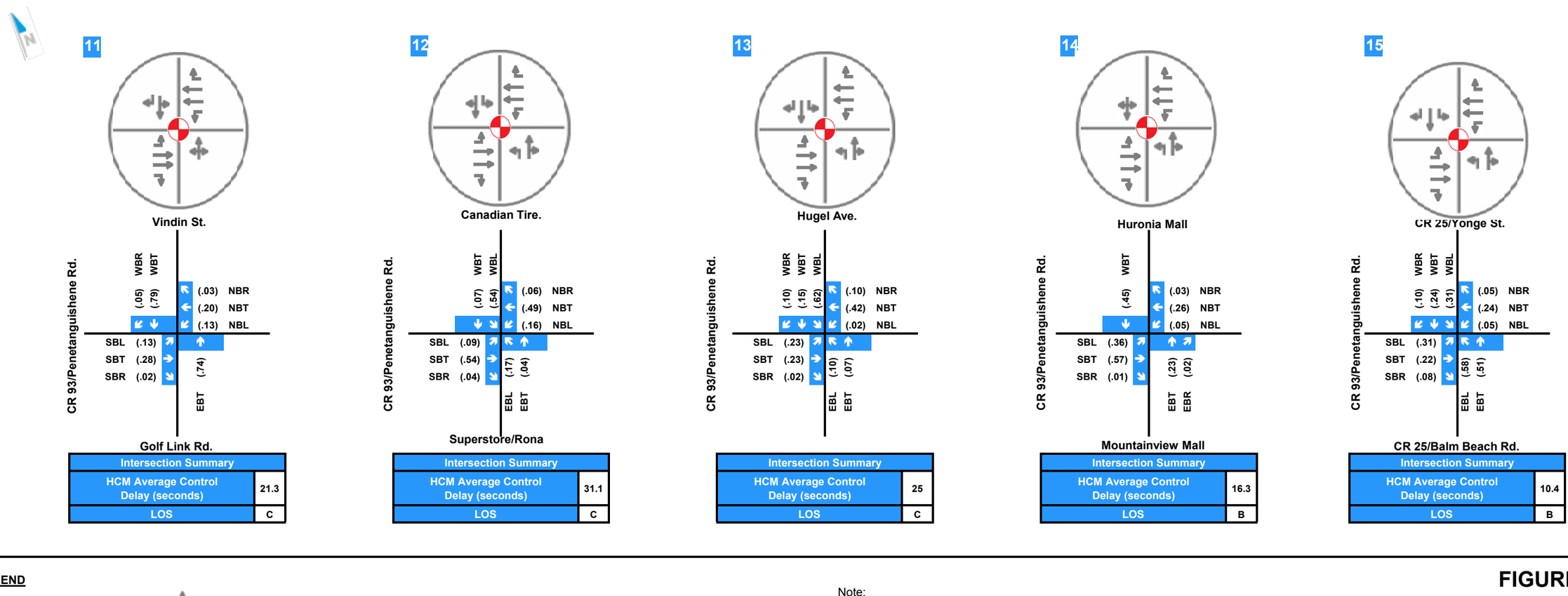
LEGEND

- Signalized Intersection
- Unsignalized Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- Lane Configurations
- ## Intersection Identification Number

FIGURE 2.6.2-1

Existing Traffic Lane Configurations and Traffic Volumes
Corridor 1: County Road 93



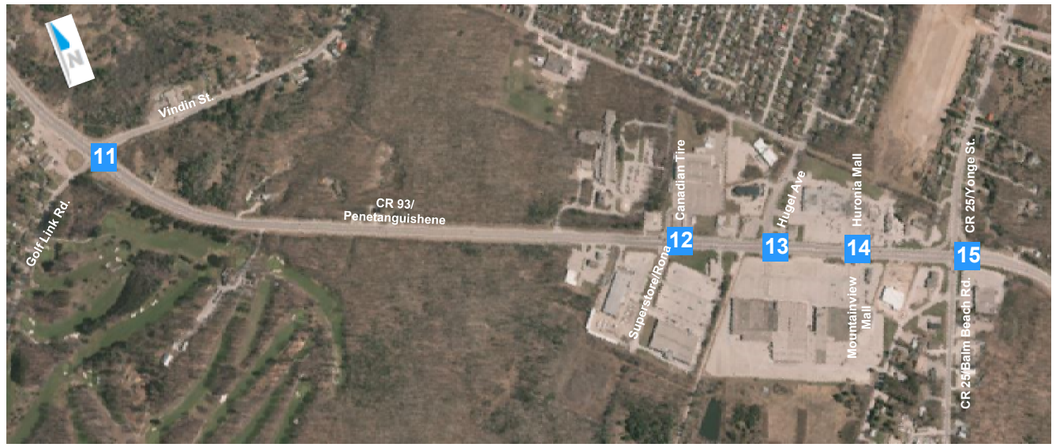


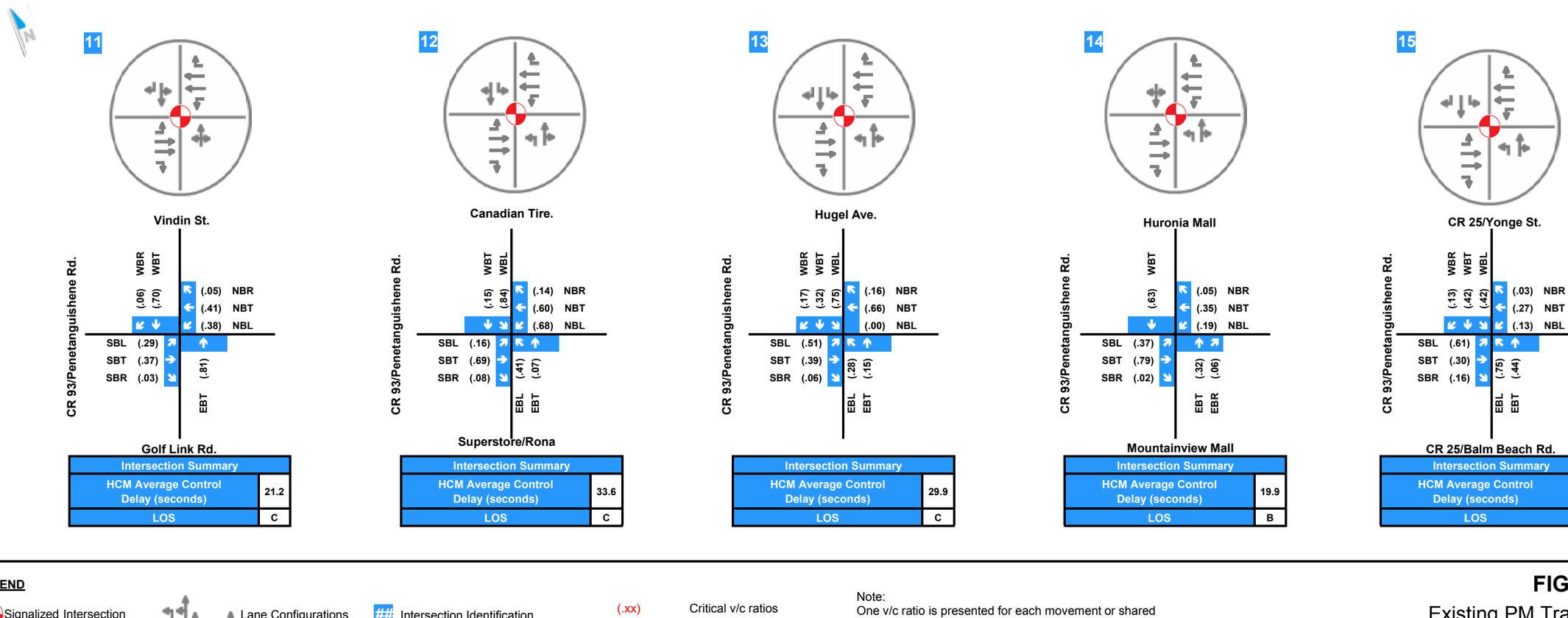
LEGEND

- Signalized Intersection
- Unsignalized Intersection
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

FIGURE 2.6.2-2
Existing AM Traffic Conditions
Corridor 1: County Road 93





LEGEND

Signalized Intersection
Unsignalized
Lane Configurations
Intersection Identification Number
(.xx) Critical v/c ratios
(.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

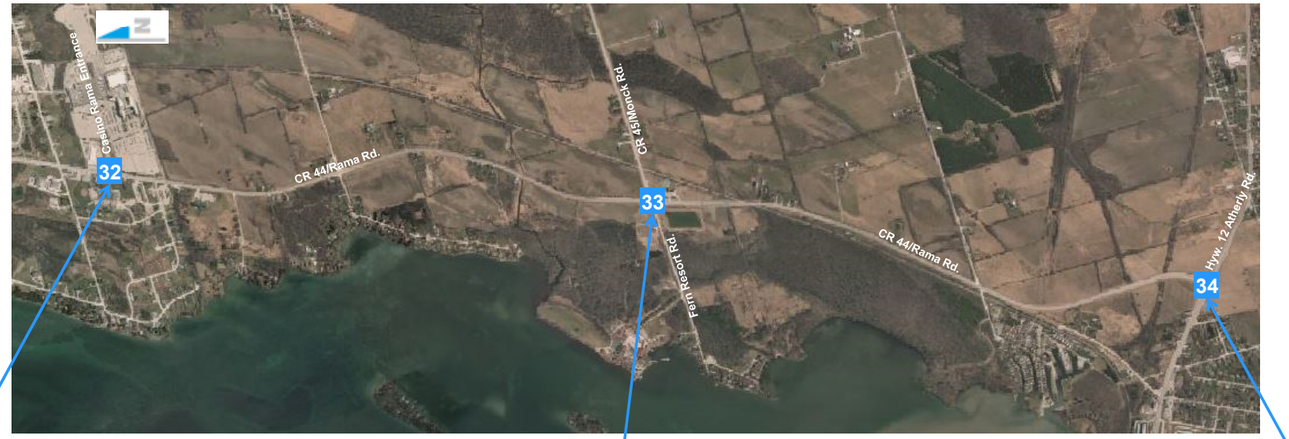
FIGURE 2.6.2-3
Existing PM Traffic Conditions
Corridor 1: County Road 93

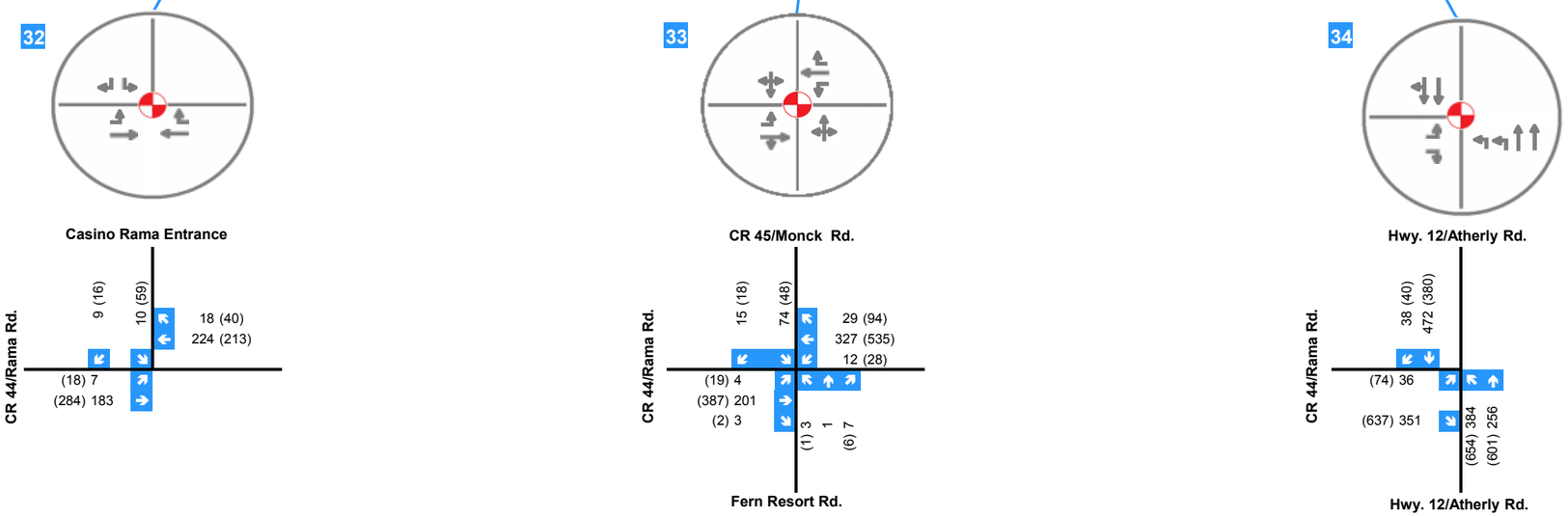
Corridor 2: County Road 44

County Road 44 (CR 44)/Rama Road is located within the Township of Ramara and traverses the Chippewas of Rama First Nation on the northern end of the corridor. The 6.0 km section of CR 44 is a north-south Primary Arterial facility that traverses the eastern edge of Lake Couchiching with Highway 11 on the western side of the lake. The area surrounding and to the north of the corridor consists mostly of agricultural, undeveloped land and low-density residential uses. The southern end of the corridor is identified as an urban area to south of Concession Road 12; the area from Concession Road 12 towards the Chippewas of Rama First Nation is primarily undeveloped land and is designated as an Economic District under the land use designations.

The CR 44 analysis corridor consists of three signalized intersections beginning at Highway 12/Atherly Road, under the jurisdiction of MTO, and traverses northerly through Fern Resort Road/CR45 to the Casino Rama site as illustrated in **Figure 2.6.2 - 4**. The current LOS of the signalized intersections are presented in **Figure 2.6.2 - 5** to **Figure 2.6.2 - 6** with detailed results presented in **Appendix D2: Detailed Synchro Reports for County Road 44**.

Although it is our understanding that the peak hour traffic at the Casino Rama facility would not coincide with the typical weekday a.m. and p.m. peak hours, the intent of this analysis was to capture the travel characteristics of typical commuters. As anticipated, the LOS of the intersections along CR 44 is LOA A during both weekday a.m. and p.m. peak hours with minimal delays.

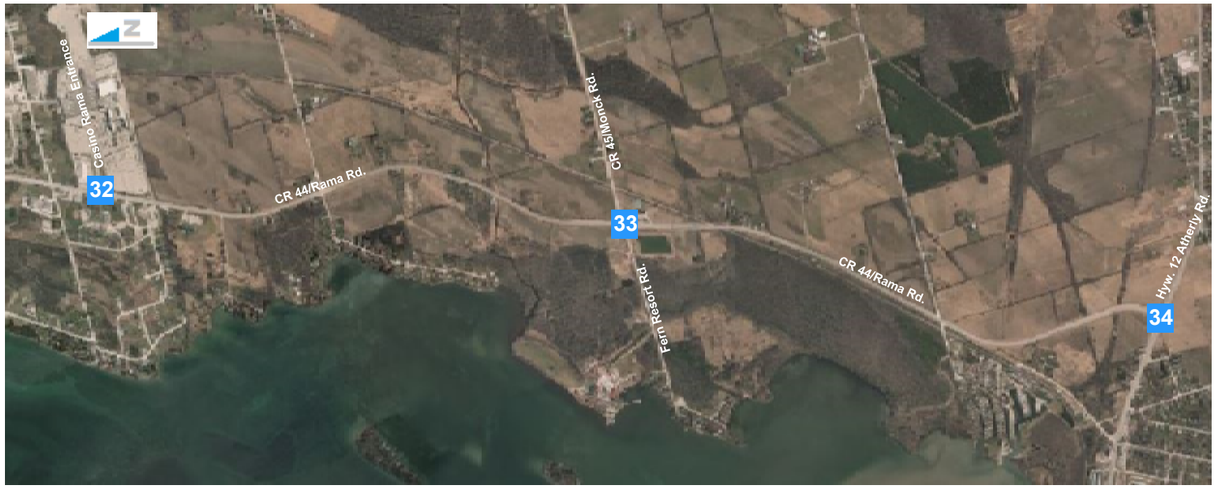


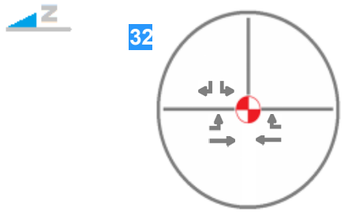


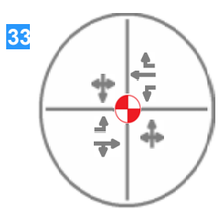
LEGEND

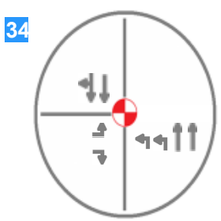
- Signalized Intersection
- Unsignalized Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- Lane Configurations
- ## Intersection Identification Number

FIGURE 2.6.2-4
Existing Traffic Lane Configurations and Traffic Volumes
Corridor 2: County Road 44

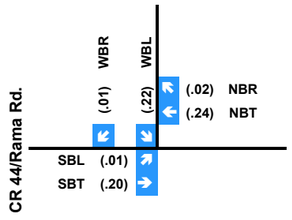






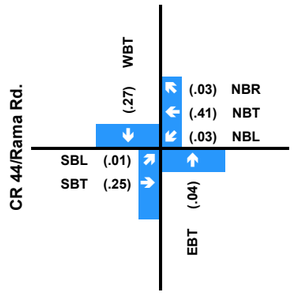


Casino Rama Entrance



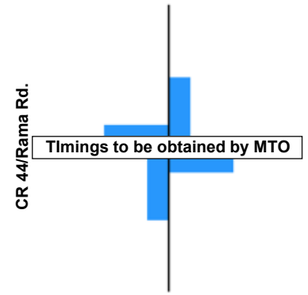
Intersection Summary	
HCM Average Control Delay (seconds)	3.6
LOS	A

CR 45/Monck Rd.



Intersection Summary	
HCM Average Control Delay (seconds)	8.9
LOS	A

Hwy. 12/Atherly Rd.



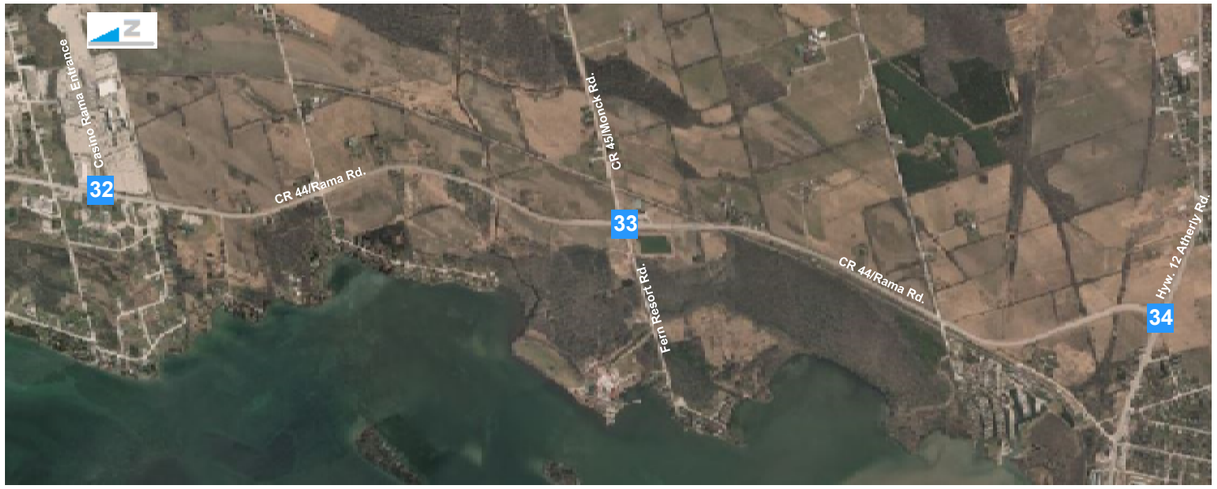
Intersection Summary	
HCM Average Control Delay (seconds)	
LOS	

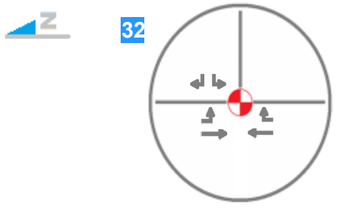
LEGEND

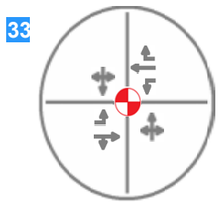
- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

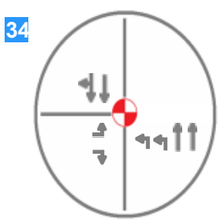
Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

FIGURE 2.6.2-5
Existing AM Traffic Conditions
Corridor 2: County Road 44

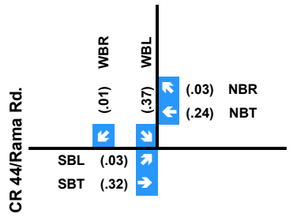






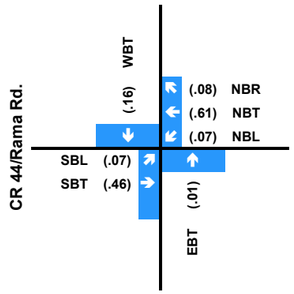


Casino Rama Entrance



Intersection Summary	
HCM Average Control Delay (seconds)	6.4
LOS	A

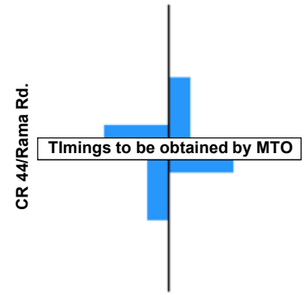
CR 45/Monck Rd.



Fern Resort Rd.

Intersection Summary	
HCM Average Control Delay (seconds)	8.3
LOS	A

Hwy. 12/Atherly Rd.



Hwy. 12/Atherly Rd.

Intersection Summary	
HCM Average Control Delay (seconds)	
LOS	

LEGEND

- Signalized Intersection
- Unsignalized Intersection
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

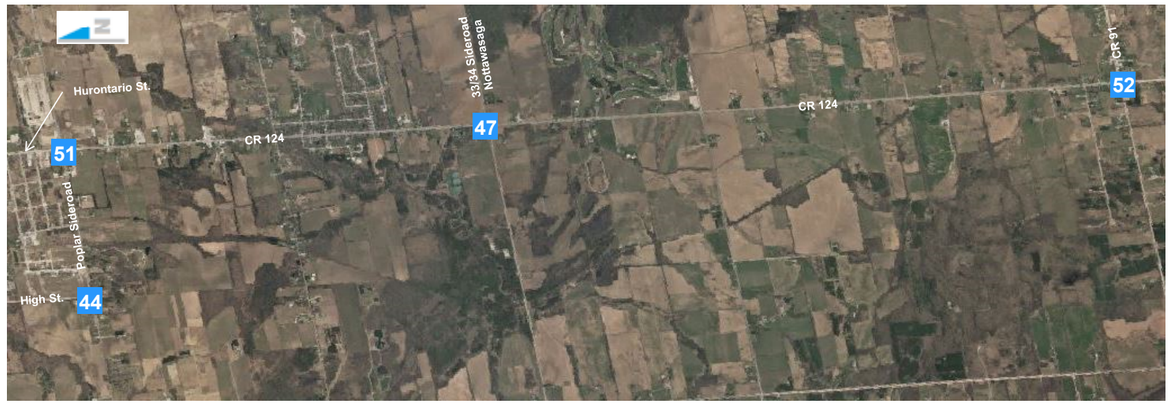
Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

FIGURE 2.6.2-6
Existing PM Traffic Conditions
Corridor 2: County Road 44

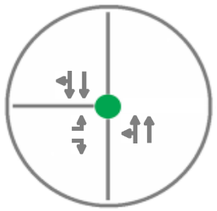
Corridor 3: County Road 124

This 16 km section of County Road 124 (CR 124) is a Primary Arterial corridor that provides access to the urban population centre at the Town of Collingwood, and services the communities of Nottawa and Duntroon. The significance of this analysis corridor, consisting of four key roadways, is that together they act as an alternative route to Highway 26 as illustrated in **Figure 2.6.2 - 7**. This route serves as a bypass of the Town of Collingwood for commuters, or as an alternative access into town via the Poplar Sideroad at Hurontario Street intersection or the roundabout at Poplar Sideroad and High Street. This corridor also provides an alternative route to Craigleith Provincial Park. The land uses along the corridor primarily consist of undeveloped land, agricultural and rural uses with urban areas and development located at the noted communities. The existing traffic operations results during the weekday a.m. and p.m. peak hours are presented in **Figure 2.6.2 - 8** and **Figure 2.6.2 - 9** with detailed results presented in **Appendix D3: Detailed Synchro Reports for County Road 24 and County Road 32**.

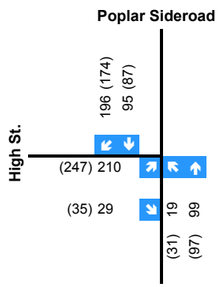
The analysis results indicate that the intersections along CR 124 currently operate at LOS C or better during both the a.m. and p.m. peak hours.



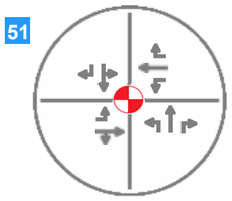
44

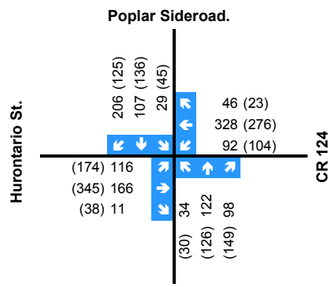


Roundabout



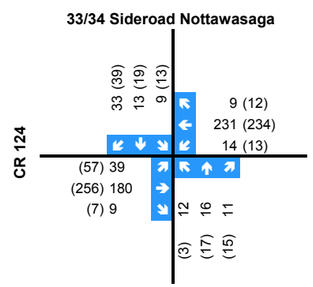
51



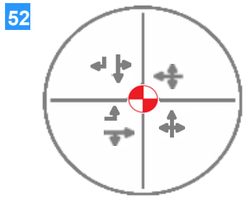


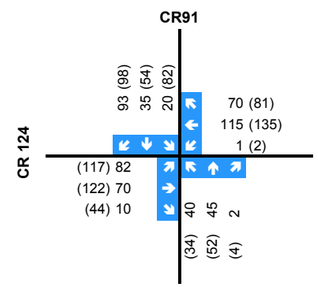
47

Two-Way Stop



52

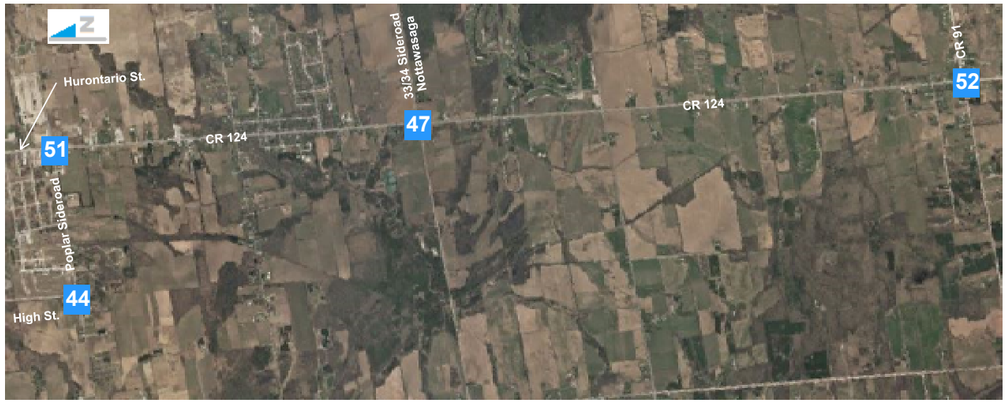


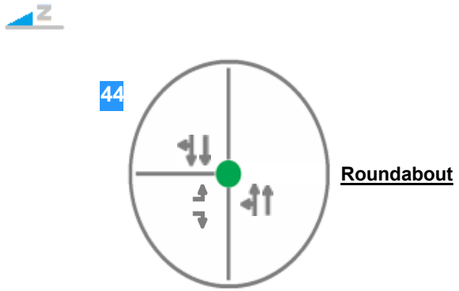


LEGEND

- Signalized Intersection
- Unsignalized Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- Lane Configurations
- ## Intersection Identification Number

FIGURE 2.6.2-7
Existing Traffic Lane Configurations and Traffic Volumes
Corridor 3: County Road 124 and 32



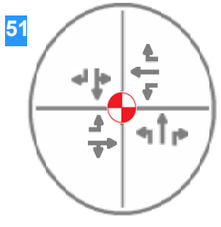


Roundabout

Poplar Sideroad

		WBR	WBT	
		(.27)	(.13)	
High St.	SBL (.30)			
	SBR (.04)		(.10)	(.11)
			EBL	EBT

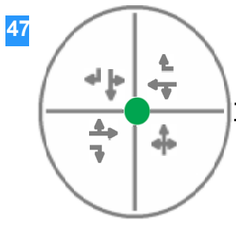
Intersection Summary	
HCM Average Control Delay (seconds)	6
LOS	A



Poplar Sideroad.

		WBR	WBT		
		(.16)	(.58)		
				(.04)	NBR
Hurontario St.				(.35)	NBT
				(.17)	NBL
	SBL (.32)				CR 124
	SBT (.24)				
		(.19)	(.46)	(.11)	
		EBL	EBT	EBR	

Intersection Summary	
HCM Average Control Delay (seconds)	15.6
LOS	B



Two-Way Stop

33/34 Sideroad Nottawasaga

		WBT		
		(.08)	(.01)	NBR
CR 124			(.01)	NBT
	SBT (.04)			
	SBR (.01)		(.13)	
			EBT	

Intersection Summary	
HCM Average Control Delay (seconds)	3.2
LOS*	C

CR91

		WBR	WBT	
		(.08)	(.36)	
			(.22)	NBT
CR 124	SBL (.16)			
	SBT (.10)			
			(.50)	
			EBT	

Intersection Summary	
HCM Average Control Delay (seconds)	14.1
LOS	B

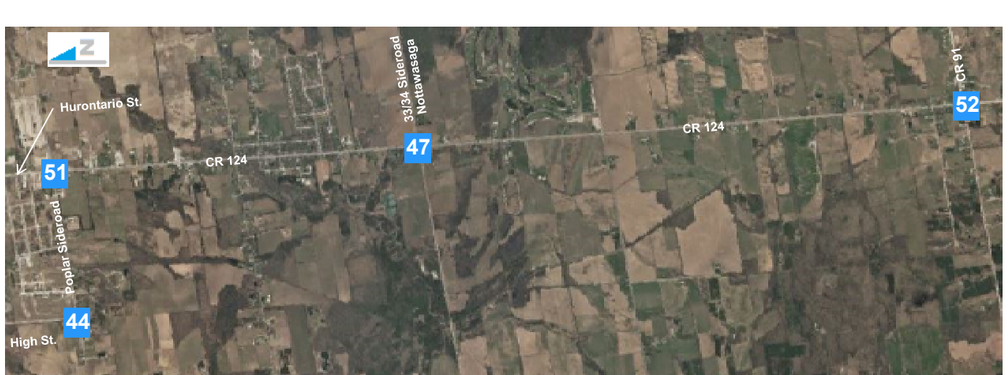
LEGEND

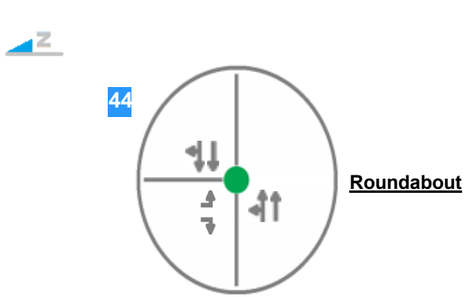
- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

*LOS for two-way stop control defined by critical movement.

FIGURE 2.6.2-8
Existing AM Traffic Conditions
Corridor 3: County Road 124 and 32



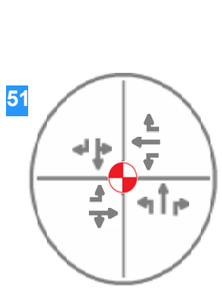


Roundabout

Poplar Sideroad

			WBR	WBT							
			(.20)	(.10)							
High St.	SBL	(.31)									
	SBR	(.04)				EBL	(.10)	EBT	(.11)		

Intersection Summary	
HCM Average Control Delay (seconds)	5.8
LOS	A

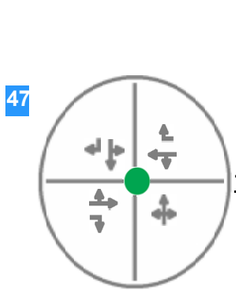


Poplar Sideroad.

			WBR	WBT							
			(.10)	(.67)							
Hurontario St.	SBL	(.50)									
	SBT	(.60)				EBL	(.17)	EBT	(.41)	EBR	(.26)

	(.02) NBR
	(.31) NBT
CR 124	(.29) NBL

Intersection Summary	
HCM Average Control Delay (seconds)	17.9
LOS	B



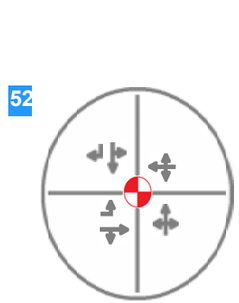
Two-Way Stop

33/34 Sideroad Nottawasaga

					WBT						
					(.13)						
CR 124	SBT	(.06)									
	SBR	(.01)						EBT	(.11)		

	(.01) NBR
	(.01) NBT
CR 124	

Intersection Summary	
HCM Average Control Delay (seconds)	3.3
LOS*	C



CR91

			WBR	WBT							
			(.15)	(.54)							
CR 124	SBL	(.25)									
	SBT	(.20)				EBL		EBT	(.32)		

	(.27) NBT
CR 124	

Intersection Summary	
HCM Average Control Delay (seconds)	14.8
LOS	B

LEGEND

- Signalized Intersection
- Unsignalized Intersection
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

*LOS for two-way stop control defined by critical movement.

FIGURE 2.6.2-9
Existing PM Traffic Conditions
Corridor 3: County Road 124 and 32

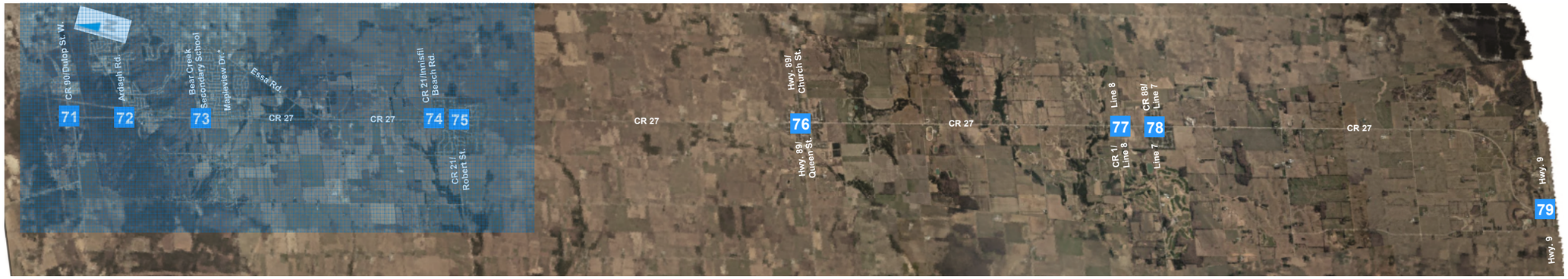
Corridor 4: County Road 27

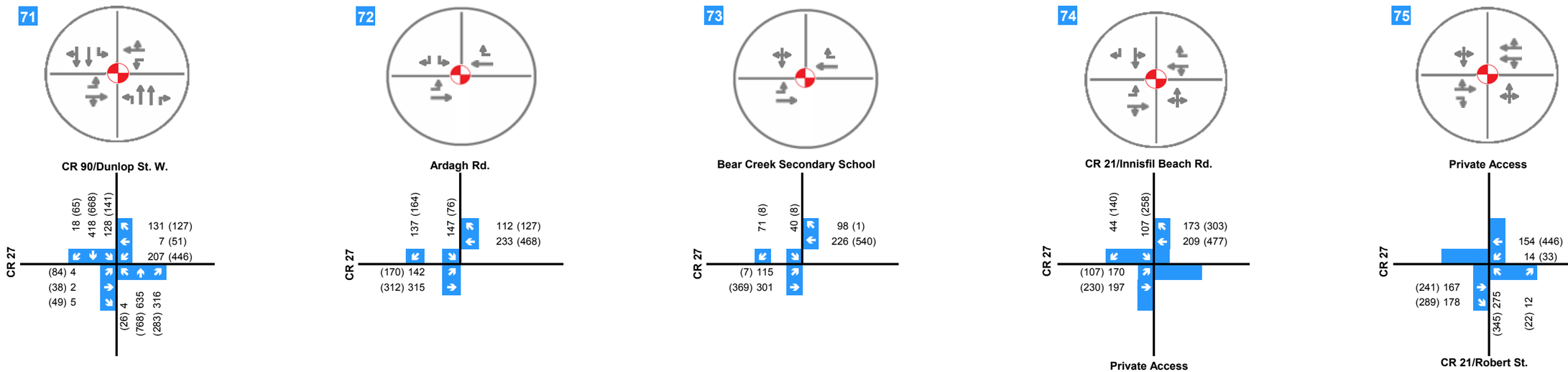
The 40 km stretch of the County Road 27 (CR 27) analysis corridor is a north-south roadway west of Highway 400. It provides intermunicipal connections to the City of Barrie, Township of Essa, Hamlet of Thornton, Town of Innisfil, Town of Bradford West Gwillimbury via 7th Line/CR 88 and the Township of King, and borders the Town of New Tecumseth. This analysis corridor consists of nine signalized intersections between County Road 90/Dunlop Street W, to the north near Barrie, and Highway 9 at the southern limit of the corridor as illustrated in Figure 2.6.2 - 10 and **Figure 2.6.2 - 11**. All of the study area intersections are under the jurisdiction of Simcoe County with the exception of CR27 at Highway 89/Queen Street/Church Street (Town of Innisfil) and CR 27 at Highway 9 (MTO). The land uses along the corridor primarily consist of agricultural, undeveloped land and the above-noted urban areas. The intersection capacity results are presented in **Figure 2.6.2 - 12** to **Figure 2.6.2 - 15** with detailed results presented in **Appendix D4: Detailed Synchro Reports for County Road 27.** Overall, the LOS at the CR 27 intersections range from A to C with the exception of CR 27 at CR 90/Dunlop Street at LOS D during the p.m. peak hour.

Heavy northbound left turn volumes at the CR 27 at CR 90/Dunlop Street contribute to the high volume-to-capacity ratios during both weekday a.m. and p.m. peak hours. The significant trip generators and attractors contributing to this heavy movement include the Canadian Forces Base Borden and the Township of Angus located west on CR 90/Dunlop Street. This provides an opportunity to consider localized intersection improvements and will be studied further in later phases of this project.

Although the CR 27 at CR 21/Robert Street is expected to operate at LOS B and C during the a.m. and p.m. peak hours, respectively, the v/c ratios for the eastbound shared left-through-right movement indicate that this intersection is operating near capacity primarily due to heavy eastbound left turn volumes that are destined to the City of Barrie or Township of Essa. CR 21/Robert Street is an east-west Primary Arterial roadway through the Hamlet of Thornton and forms the west leg of the signalized intersection at CR 27. The east leg of this intersection provides access to the Village Inn Steak House and services low traffic volumes. The data that was collected for this intersection did not contain any traffic volumes from the west leg. Since there are virtually no opposing volumes, the eastbound movement should be able to be accommodated at this intersection.

The intersection of CR 27 at Highway 89/Church Street/Queen Street experiences high eastbound through volumes during the PM peak that results in the eastbound shared left-through lane nearing capacity. There are considerable workplace trip generators that contribute to this high volume including the Honda of Canada Manufacturing Plant to the west at New Tecumseth and trip attractors including Barrie and Highway 400 leading to the Greater Toronto Area.



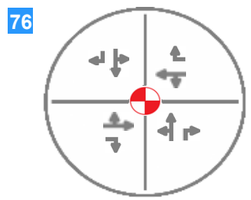


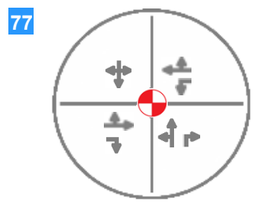
LEGEND

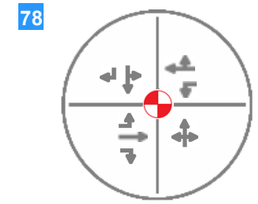
- Signalized Intersection
- Unsignalized Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- Lane Configurations
- ## Intersection Identification Number

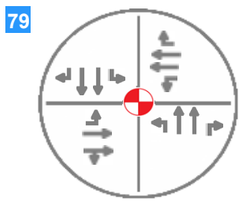
Note:
*Mapleview Dr. at CR 27 is being reconstructed and realigned.

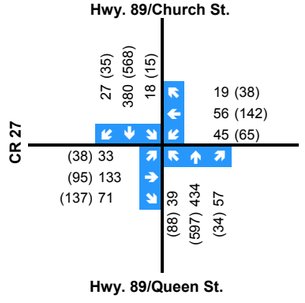
FIGURE 2.6.2-10
Existing Traffic Lane Configurations and Traffic Volumes
Corridor 4: County Road 27 (1 of 2)

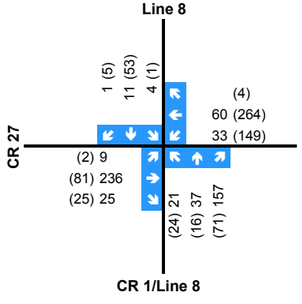


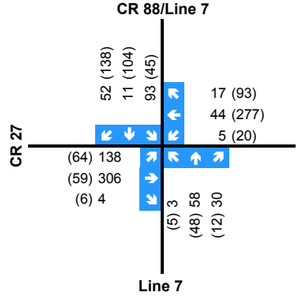


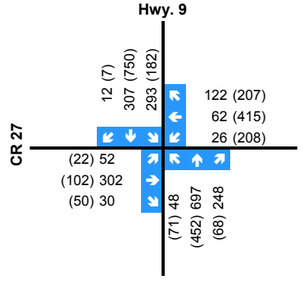










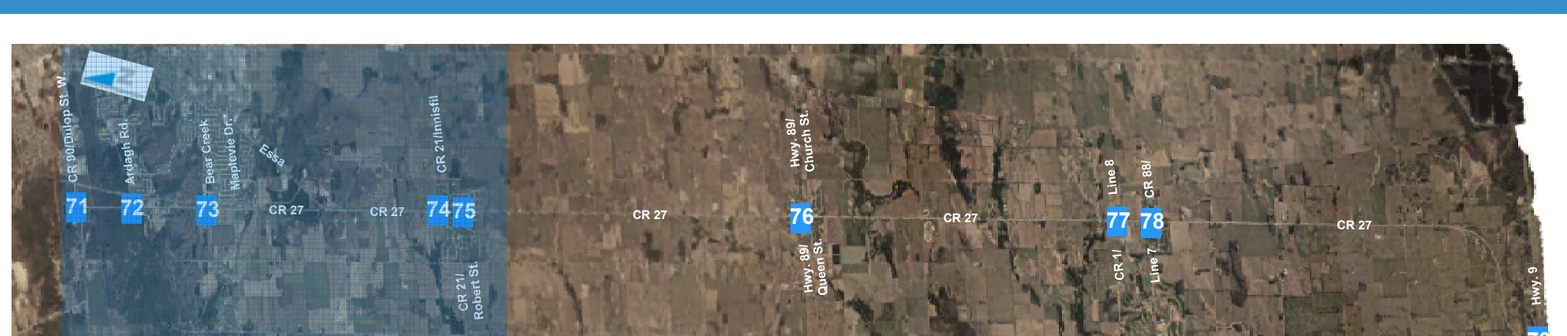


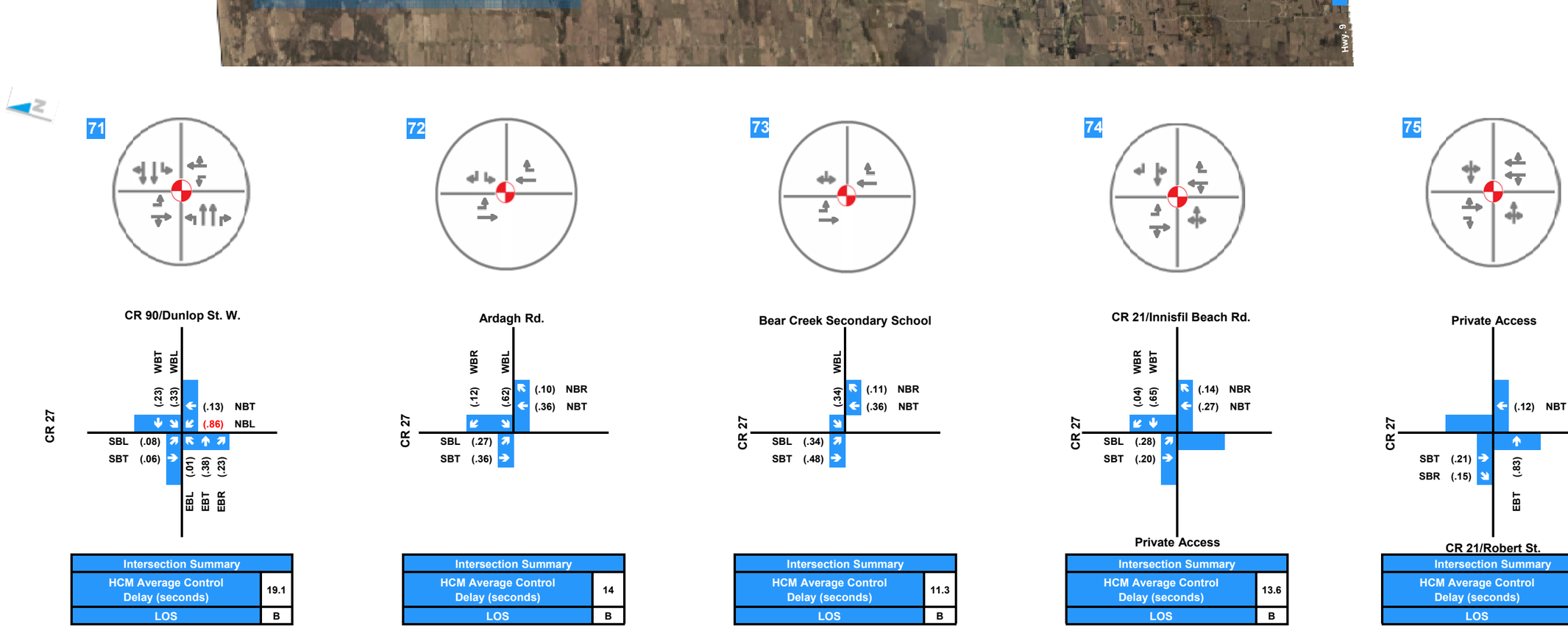
LEGEND

- Signalized Intersection
- Unsignalized Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- Lane Configurations
- ## Intersection Identification Number

Note:
*Mapleview Dr. at CR 27 is being reconstructed and realigned.

FIGURE 2.6.2-11
Existing Traffic Lane Configurations and Traffic Volumes
Corridor 4: County Road 27 (2 of 2)





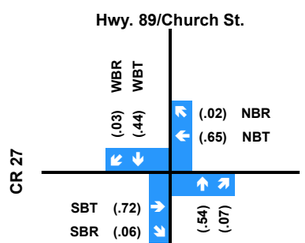
LEGEND

- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

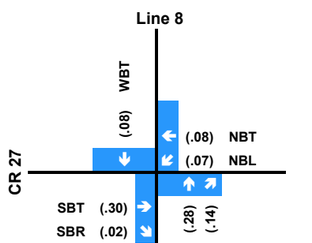
Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

*Mapleview Dr. at CR 27 is being reconstructed and realigned.

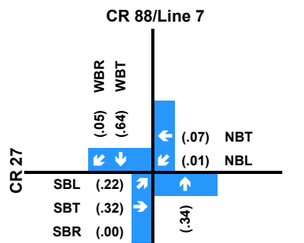
FIGURE 2.6.2-12
Existing AM Traffic Conditions
Corridor 4: County Road 27 (1 of 2)



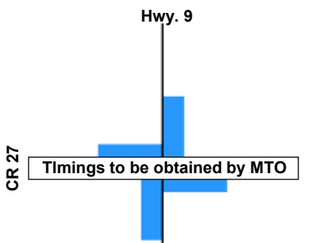
Intersection Summary	
HCM Average Control Delay (seconds)	16
LOS	B



Intersection Summary	
HCM Average Control Delay (seconds)	14
LOS	B



Intersection Summary	
HCM Average Control Delay (seconds)	14.9
LOS	B



Intersection Summary	
HCM Average Control Delay (seconds)	
LOS	

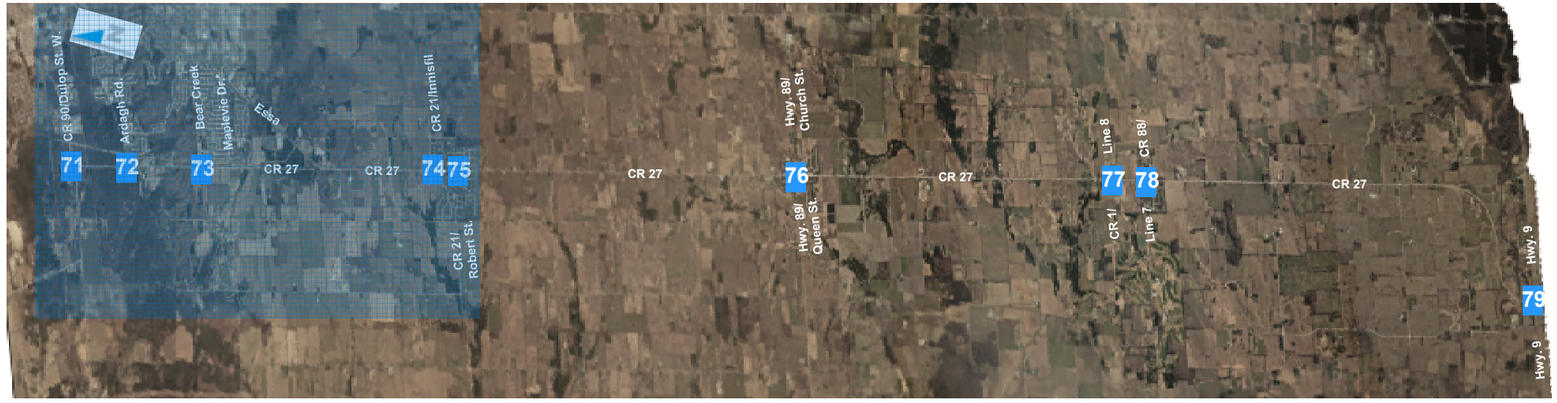
LEGEND

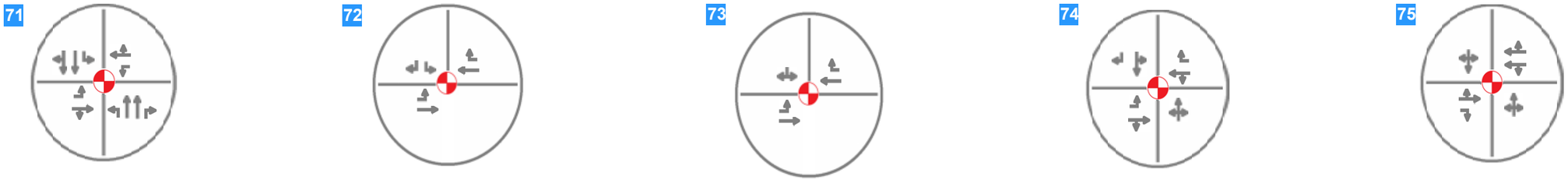
- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

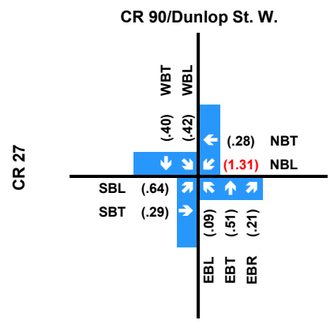
Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

*Mapleview Dr. at CR 27 is being reconstructed and realigned.

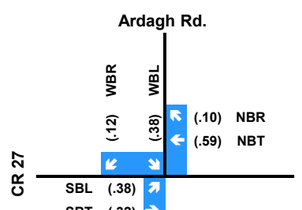
FIGURE 2.6.2-13
Existing AM Traffic Conditions
Corridor 4: County Road 27 (2 of 2)



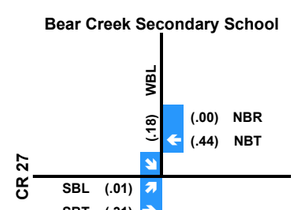




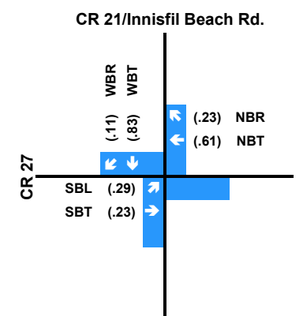
Intersection Summary	
HCM Average Control Delay (seconds)	50.4
LOS	D



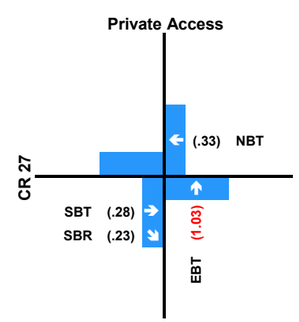
Intersection Summary	
HCM Average Control Delay (seconds)	12.9
LOS	B



Intersection Summary	
HCM Average Control Delay (seconds)	4.7
LOS	A



Intersection Summary	
HCM Average Control Delay (seconds)	24.2
LOS	C



Intersection Summary	
HCM Average Control Delay (seconds)	27.3
LOS	C

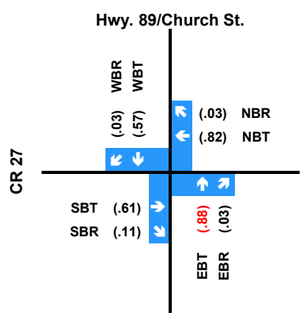
LEGEND

- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

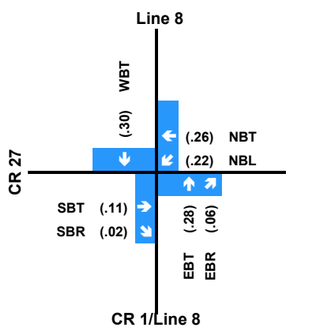
Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

*Mapleview Dr. at CR 27 is being reconstructed and realigned.

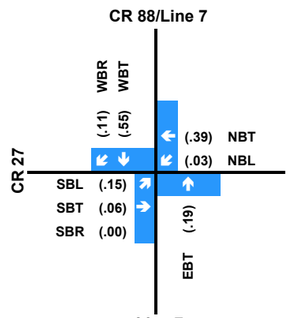
FIGURE 2.6.2-14
Existing PM Traffic Conditions
Corridor 4: County Road 27 (1 of 2)



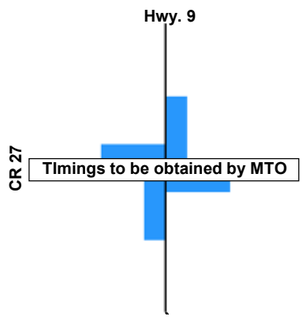
Intersection Summary	
HCM Average Control Delay (seconds)	23.8
LOS	C



Intersection Summary	
HCM Average Control Delay (seconds)	10
LOS	A



Intersection Summary	
HCM Average Control Delay (seconds)	16.1
LOS	B



Intersection Summary	
HCM Average Control Delay (seconds)	9.2
LOS	A

LEGEND

Signalized Intersection
Unsignalized
Lane Configurations
Intersection Identification Number
(.xx) Critical v/c ratios
(.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

*Mapleview Dr. at CR 27 is being reconstructed and

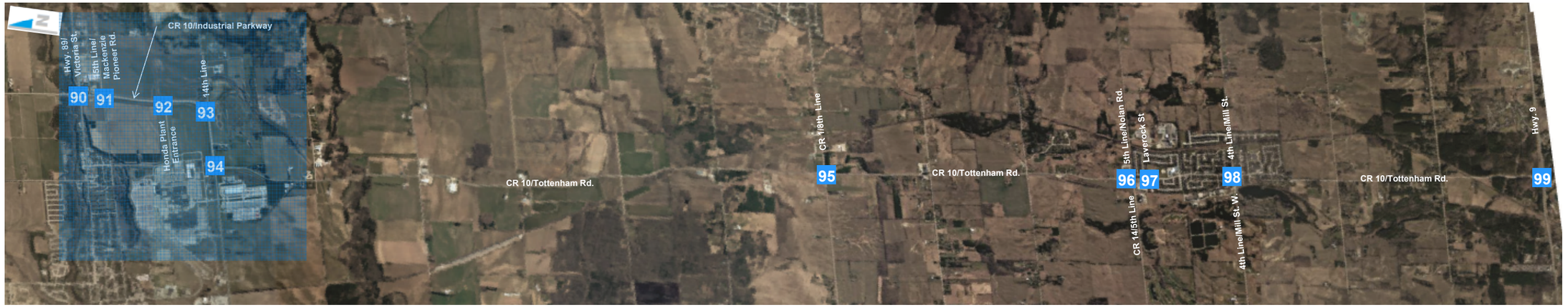
FIGURE 2.6.2-15
Existing PM Traffic Conditions
Corridor 4: County Road 27 (2 of 2)

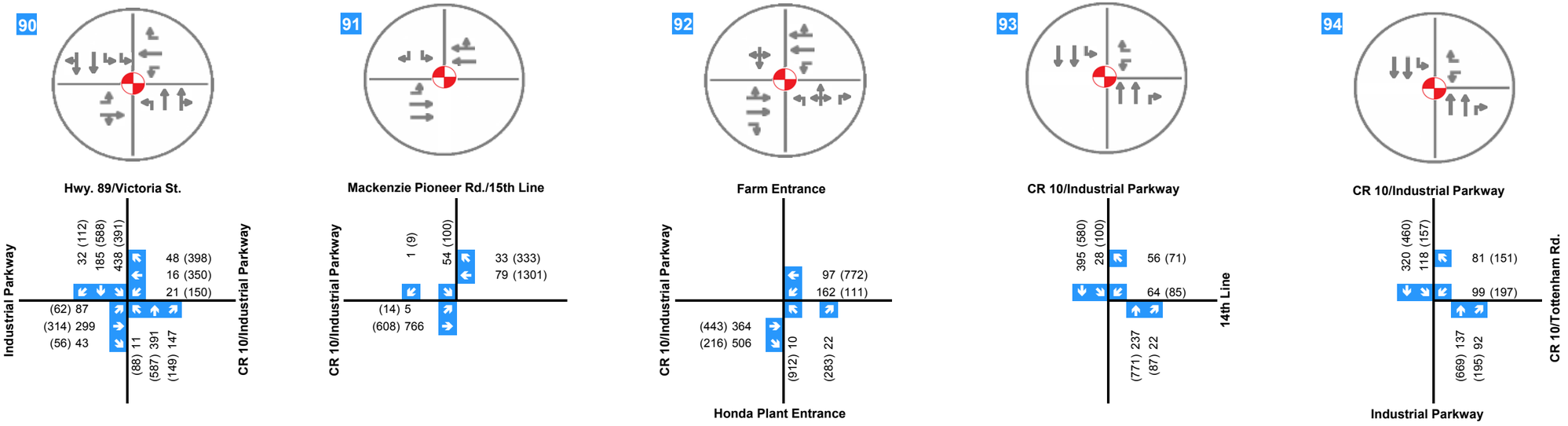
Corridor 5: County Road 10

County Road 10 (CR 10) is classified as a Primary Arterial roadway and connects major trip generators such as the Canadian Forces Base Borden, the Town of New Tecumseth and Tottenham. The Town of New Tecumseth is a significant population and employment area that contains the Honda of Canada Manufacturing plants and the surrounding residential areas in Alliston. The 21 km section of key corridor contains 10 intersections between Highway 89 and Highway 9 that underwent a detailed intersection capacity assessment as illustrated in **Figure 2.6.2 - 16** and **Figure 2.6.2 - 17**. The analysis results are presented in **Figure 2.6.2 - 18** to **Figure 2.6.2 - 21** with detailed outputs presented in **Appendix D5: Detailed Synchro Reports for County Road 10.**

The CR 10/Industrial Parkway at Mackenzie Pioneer Rd./15th Line intersection operates at capacity, (LOS E) during the p.m. peak hour, with the northbound through-right and westbound left-turn movements being critical. These high traffic volumes likely reflect shift changes at the Honda of Canada facilities. Localized intersection improvements will be considered at this junction.

The CR 10/Industrial Parkway at Honda Plant Entrance intersection also experiences relatively high peak demands during the p.m. peak hour primarily due to shift changes at the Honda facility. The eastbound left, eastbound shared left-right and northbound through-right lanes are the critical movements at this intersection. Localized intersection improvements will also be considered at this intersection.



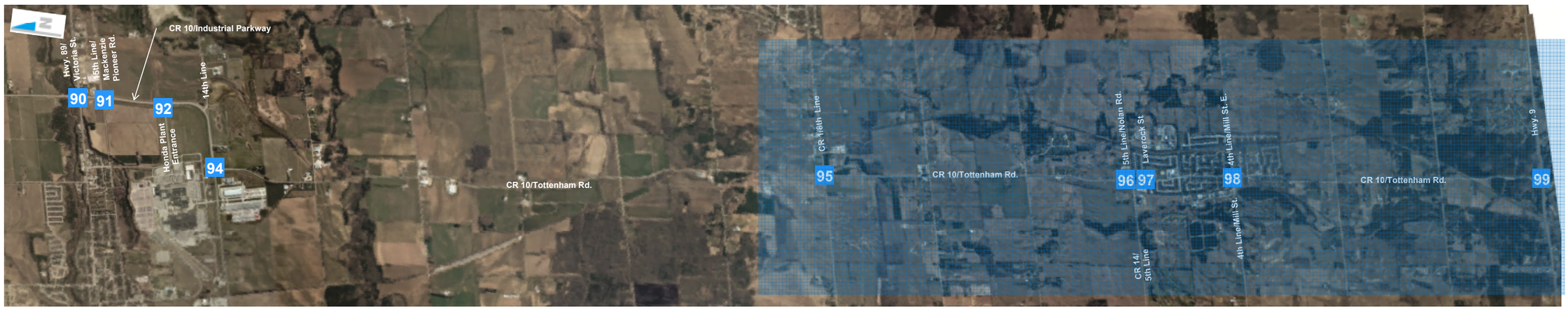


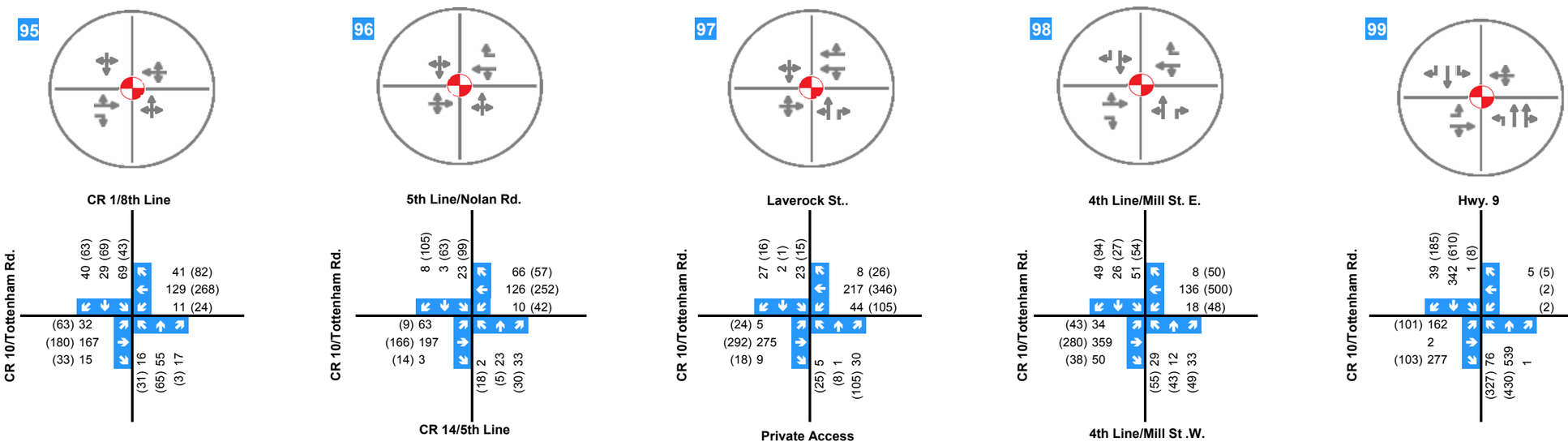
LEGEND

- Signalized Intersection
- Unsignalized Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- Lane Configurations
- ## Intersection Identification Number

FIGURE 2.6.2-16

Existing Traffic Lane Configurations and Traffic Volumes
Corridor 5: County Road 10 (1 of 2)





LEGEND

- Signalized Intersection
- Unsignalized Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- Lane Configurations
- ## Intersection Identification Number

FIGURE 2.6.2-17

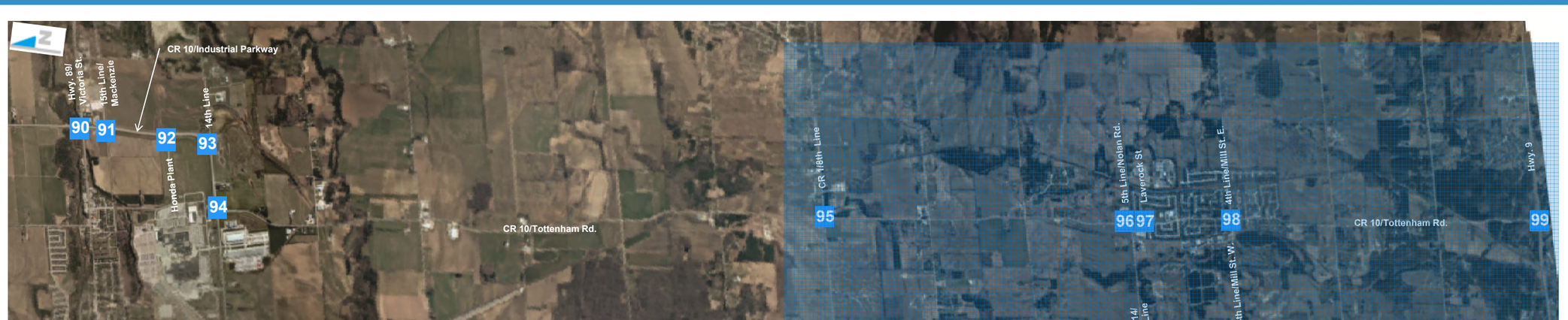
Existing Traffic Lane Configurations and Traffic Volumes
Corridor 5: County Road 10 (2 of 2)

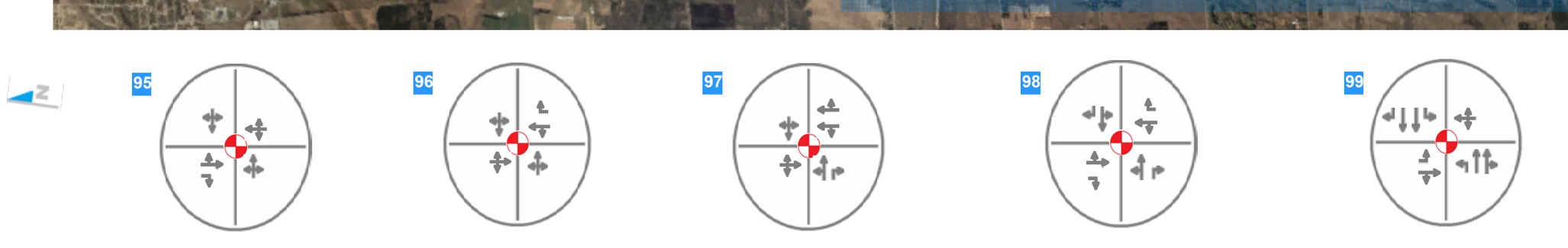
LEGEND

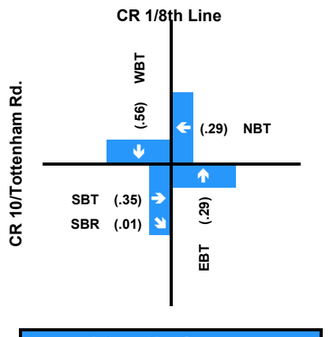
- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane

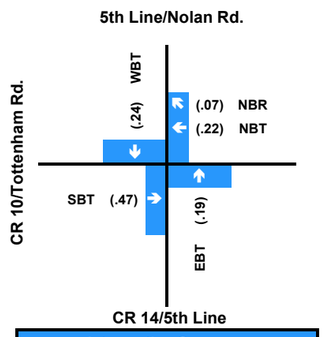
FIGURE 2.6.2-18
Existing AM Traffic Conditions
Corridor 5: County Road 10 (1 of 2)



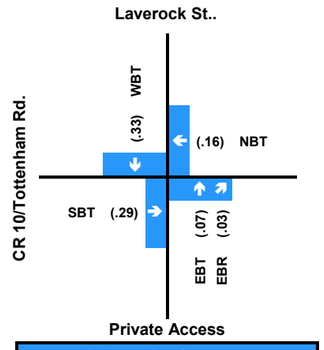




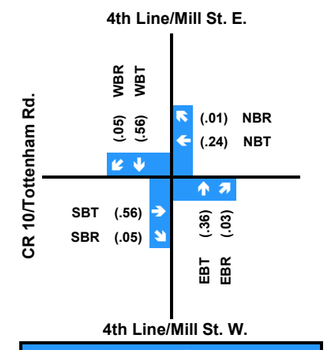
Intersection Summary	
HCM Average Control Delay (seconds)	14.4
LOS	B



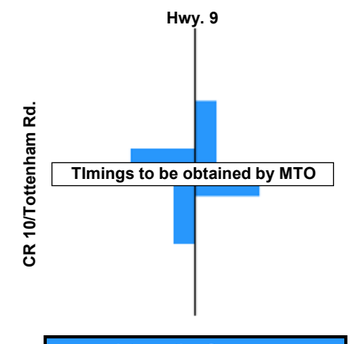
Intersection Summary	
HCM Average Control Delay (seconds)	9.1
LOS	A



Intersection Summary	
HCM Average Control Delay (seconds)	6.8
LOS	A



Intersection Summary	
HCM Average Control Delay (seconds)	11.7
LOS	B



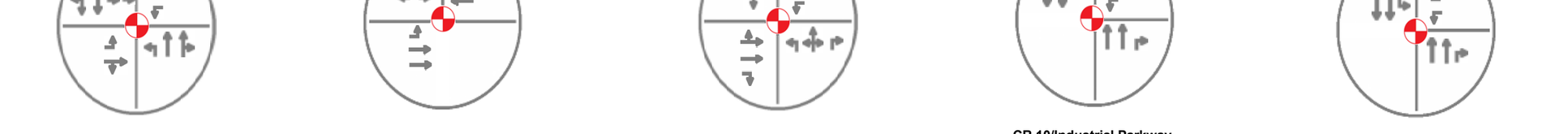
Intersection Summary	
HCM Average Control Delay (seconds)	
LOS	

LEGEND

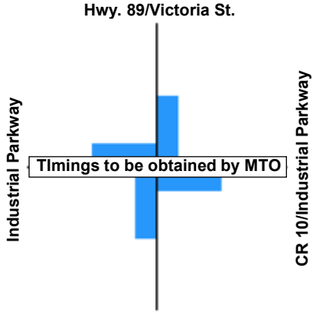
- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane

FIGURE 2.6.2-19
Existing AM Traffic Conditions
Corridor 5: County Road 10 (2 of 2)

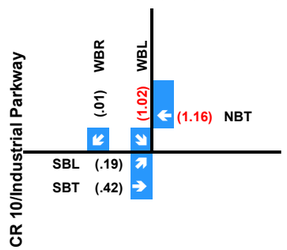


Hwy. 89/Victoria St.



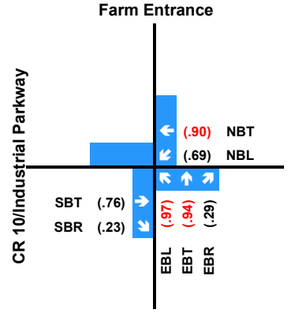
Intersection Summary	
HCM Average Control Delay (seconds)	
LOS	

Mackenzie Pioneer Rd./15th Line



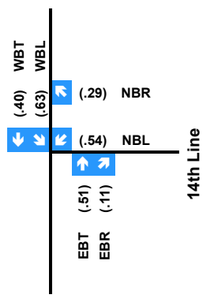
Intersection Summary	
HCM Average Control Delay (seconds)	70.6
LOS	E

Farm Entrance



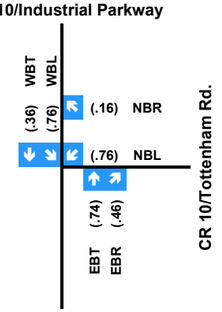
Intersection Summary	
HCM Average Control Delay (seconds)	42.4
LOS	D

CR 10/Industrial Parkway



Intersection Summary	
HCM Average Control Delay (seconds)	9.1
LOS	A

CR 10/Industrial Parkway



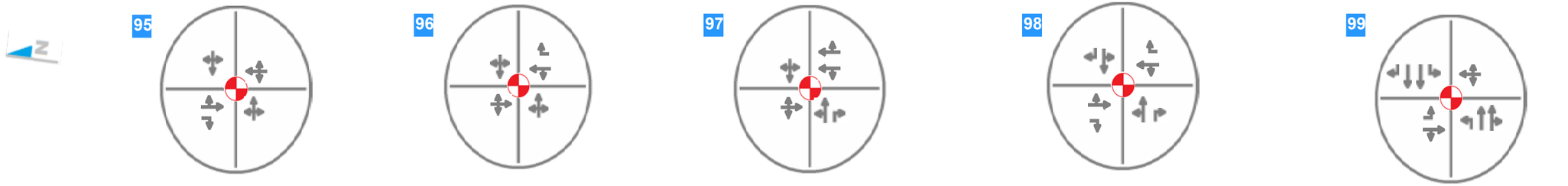
Intersection Summary	
HCM Average Control Delay (seconds)	20.6
LOS	C

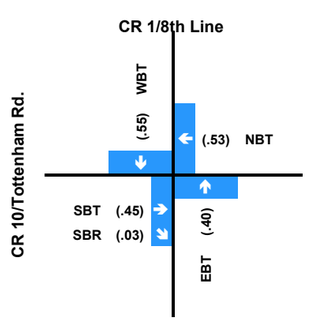
LEGEND

- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

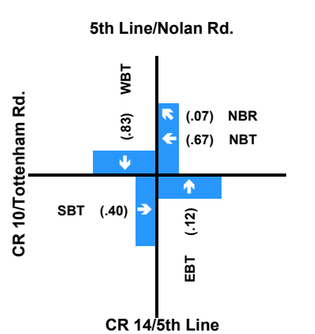
Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

FIGURE 2.6.2-20
Existing PM Traffic Conditions
Corridor 5: County Road 10 (1 of 2)

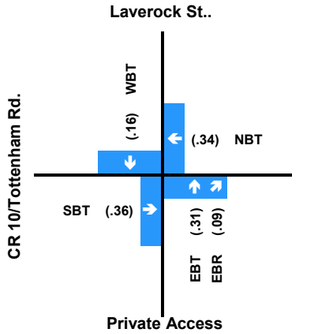




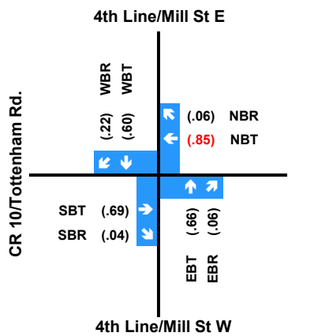
Intersection Summary	
HCM Average Control Delay (seconds)	14.8
LOS	B



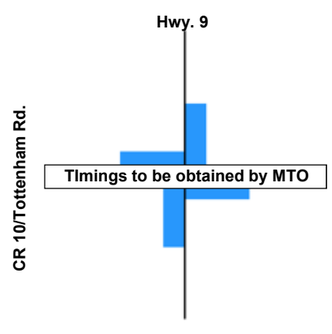
Intersection Summary	
HCM Average Control Delay (seconds)	20.8
LOS	C



Intersection Summary	
HCM Average Control Delay (seconds)	8.2
LOS	A



Intersection Summary	
HCM Average Control Delay (seconds)	18.6
LOS	B



Intersection Summary	
HCM Average Control Delay (seconds)	
LOS	

LEGEND

- Signalized Intersection
- Unsignalized
- Lane Configurations
- ## Intersection Identification Number
- (.xx) Critical v/c ratios
- (.xx) v/c ratios

Note:
One v/c ratio is presented for each movement or shared movement as per the corresponding lane configurations.

FIGURE 2.6.2-21
Existing PM Traffic Conditions
Corridor 5: County Road 10 (2 of 2)

3.0 WHAT IS GUIDING THE DEVELOPMENT OF THE MASTER PLAN?

3.1 Policy & Planning Context

An understanding of existing policies and plans at all levels of government is required to set the context of this TMP Update. Each of the documents summarized below have been identified for the role that they play in molding and framing the development of the transportation policies and recommendations identified in the TMP Update.

3.1.1 Federal Planning Documents

Table 3.1.1 - 1: Federal Planning Documents

Policy Document	Policy Description	Relevance to Master Plan Update
Auditor General Act (1995)	In Canada, the concept of sustainable development has been integrated into federal legislation and into amendments to the Auditor General Act in 1995, which established the Officer of the Commissioner of the Environment and Sustainable Development. Departments are required to prepare sustainable development strategies and to table them in Parliament.	The strategies set out goals, objectives and specific commitments, and are an important tool by which the federal government can advance sustainable development. The County of Simcoe's TMP Update reflects these goals and objectives with the goals of sustainable future development.

Policy Document	Policy Description	Relevance to Master Plan Update
Federal Sustainable Development Act (2008)	The Federal Sustainable Development Act (FSDA) requires the development of a federal sustainable development strategy. The FSDA will strengthen sustainable development practices within the federal government. It is a positive step towards being more accountable to Canadians in the implementation of sustainable environmental practices.	The policy allows the government of Canada to set environmental sustainability priorities more effectively and to align the work of federal departments to support these priorities. The federal strategy includes goals and targets for sustainable development along with implementation strategies for each. These strategies have been reviewed and considered, where possible in the update to the County's TMP Update.
National Vision for Urban Transit to 2020	The report, commissioned by Transport Canada, supports the concept that public transit has numerous benefits to the environment beyond the reduction in greenhouse gas (GHG) emissions.	The benefits which have been identified and considered when developing the Simcoe County TMP Update include: ► A reduced need for new road construction; ► Improved air quality due to less vehicles on the road; ► Reduced traffic congestion; ► Healthier downtowns; ► Improved social mobility; and ► Positive impacts on economic sectors such as tourism and export development.

3.1.2 Provincial Planning Documents

Table 3.1.2 - 1: Provincial Planning Documents

Policy Document	Policy Description	Relevance to Master Plan Update
Provincial Policy Statement (2014)	The Provincial Policy Statement (PPS) was updated in 2014 and includes a greater focus on healthy communities. The PPS sets the foundation for regulating land use and development within the Province and supports provincial goals. The PPS provides for appropriate development and protects resources of provincial interest. The	The PPS promotes transportation choices that increase mobility for all modes of travel. The term "transportation systems" under the PPS means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail

Policy Document	Policy Description	Relevance to Master Plan Update
	vision of the land use planning system in the PPS is that the "long-term prosperity and social well-being of Ontarians depend on maintaining strong communities, a clean healthy environment and a strong economy."	facilities, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance. Policies pertaining to transportation, such as cycling, pedestrians and transit are dispersed throughout the PPS and will be used to inform the development of the updated policies and recommendations of the TMP.
Ontario Traffic Manual Book 18: Cycling Facilities	In response to the growing demand for safe and well-connected bicycle routes, the Ministry of Transportation of Ontario and the Ontario Traffic Council produced 'Book 18 – Cycling Facilities', for the Ontario Traffic Manual (OTM) series. Book 18 covers the full range of bike facilities within the road right-of-way, and features a selection tool to identify the most appropriate facility for each case. It employs the concept of the 'Design Domain' to identify the desired dimensions for each facility while providing flexibility to accommodate site conditions. Guidance is given on signage and pavement markings, and cross-sectional figures illustrate each facility. Parking and end-of-trip facilities are also discussed, as are good maintenance procedures to maximize the effectiveness of bike networks. The Book includes information on parking and end of trip facilities, emerging treatments, conflict management at transit stops, grade separations and railway crossings. Best practices and key considerations are highlighted throughout.	Book 18 is considered best practice in cycling planning and has been used as the foundation for the cycling planning that has been conducted as part of the TMP Update. This TMP Update conforms to the principles and guidelines included in Book 18.

Policy Document	Policy Description	Relevance to Master Plan Update
Bill 51 Planning Reform	Approved in January 2007, Bill 51 reforms the Planning Act, which provides the legislative framework for land use planning in Ontario. Bill 51 incorporates changes to the planning process that are intended to support intensification, sustainable development and protection of green space by giving municipalities greater powers, flexibility and tools to use land, resources and infrastructure more efficiently.	Bill 51 is consistent with Ontario's policy shift towards sustainable land use development and planning. For instance, Bill 51 permits municipalities to require environmentally sustainable design for both individual buildings and entire neighbourhoods. It also adds sustainable development as a provincial interest in the Provincial Policy Statement. This has been reflected in the principles of the Master Plan report, and will be encouraged throughout the document's recommendations.
High Occupancy Vehicles Lanes – Plan 2007	In 2007, the Province of Ontario developed a vision for managing traffic congestion on Ontario highways by adding high occupancy vehicle lanes to many of the key linkages, including Highway 400, one of the key routes in and out of Simcoe County.	The following policies and operating standards are to be applied when constructing and operating HOV lanes on 400-series highways including Highway 400: ► HOV lanes on new highway corridors and constructed as new lanes when feasible; ► Designed to ensure that safety standards are maintained; ► Passenger vehicles, small trucks, taxis and motorcycles with two or more occupants permitted; ► All buses permitted at all times; ► Emergency vehicles permitted when vehicle is responding to an emergency; and ► Larger trucks not permitted. ► The Province had indicated that portions of Highway 400 in Simcoe County may include the application of HOV lanes in the longer-term (2017+).
Municipal Act (2001)	The Municipal Act, 2001 gives municipalities a broad new flexibility to deal with local circumstances, and to react quickly to local, economic, environmental or social changes. It recognizes municipalities as responsible and accountable governments with respect to matters within their jurisdictions. The Municipal Act provides policies relating to municipal jurisdiction over municipal	The Municipal Act provides direction for the County as well as the municipalities when making decisions regarding future transportation alternatives. The County is responsible for improvements made on roads under their jurisdiction which the TMP Update will address in order to inform the roadway classification component as well as development and maintenance requirements.

Policy Document	Policy Description	Relevance to Master Plan Update
	highways and the maintenance of those highways.	
Accessibility for Ontarians with Disabilities Act (2005)	The Accessibility for Ontarians with Disabilities Act was passed on June 13, 2005 and is a provincially legislated policy which calls on the business community, public sector, not-for-profit sector and people with disabilities or their representatives to develop, implement and enforce mandatory standards. This policy makes Ontario the first jurisdiction in Canada to develop, implement and enforce accessibility standards, which apply to both the private and public sectors. These accessibility standards are the rules that businesses in Ontario should follow to identify, remove and prevent barriers of accessibility.	The Built Environment is the most relevant standard that can be applied to the planning, design and construction of transportation related facilities including pedestrian crossings, public accesses, parking, transit stations, transit shelters and stops, plus signage. The final draft of the standard was submitted to the Minister of Community and Social Services in 2010 but has yet to receive final approval. The policy provides direction on the appropriate design and location of these facilities, and is a key reference document in the development of the updated transportation network.
Ministry of Health Promotion (now part of Health and Long-term Care)	The former Ministry of Health Promotion and its functions have been integrated into the Ministry of Health and Long-Term Care, and serve as the lead Ministry for trail development in Ontario. The Ministry has the responsibility for the co-ordination of recreational trail issues, policy development and planning. The Ministry of Health and Long-Term Care's mission is to: ► Champion health promotion in Ontario, and inspire individuals, organizations, communities and governments to create a culture of health and wellbeing; ► Provide programs, services, tools and incentives that will enhance health and well-being; ► Make healthy choices easier; ► Harness the energy and commitment of other ministries, other levels of government, community partners, the	The Ministry of Health Promotion drafted a vision for trails in Ontario which can be used as a reference when establishing a system of off-road facilities in Simcoe County. The vision states: "A world class system of trails that capture the uniqueness and beauty of Ontario's vast open spaces and natural and built cultural / heritage resources. People and places are connected through quality, diverse, safe, accessible and environmentally sensitive urban, rural and wilderness experience trails for recreational enjoyment, active living and tourism development."

Policy Document	Policy Description	Relevance to Master Plan Update
	private sector, the media and the public to promote health and wellbeing for all Ontarians; and ► Make Ontario a leader in health promotion within Canada and internationally.	
Ontario Trails Strategy	The Provincial government has developed the Ontario Trails Strategy in response to the popularity of trail activities and infrastructure, the desire of trail organizations for government leadership, the need to protect provincial investment in trails and the significant trail issues or challenges that confront the future of Ontario's trails. The Ontario Trails Strategy is a long-term plan that will establish a strategic direction for government and stakeholders on the planning, management, promotion and use of trails, toward a healthier and more prosperous Ontario. Developed in collaboration with other ministries and a wide range of stakeholders in the community, the strategy supports continued cooperation among governments and the not-for-profit and private sectors. There are five strategic directions that comprise the Ontario Trails Strategy: ► Improving collaboration among stakeholders; ► Enhancing the sustainability of Ontario's trails; ► Enhancing the trail experience; ► Educating Ontarians about trails; and ► Fostering better health and a strong economy through trails.	A number of goals and strategies have been identified to support each of the five strategic directions. The Ontario Trails Strategy recommends that trail organizations should develop common standards to guide the development and use of trails. This will help the trail system evolve to meet the particular needs of new users. Trail organizations also need more effective tools and better ways of distributing information to more Ontarians. Since these challenges require co-ordination at all levels, the provincial government and the public, not-for-profit and private sectors will continue to collaborate on priorities, roles and responsibilities, timeframes and methods to strengthen and enhance existing and future trails in Ontario. The five strategic directions as well as the goals and strategies identified in the document have been reviewed and referenced when identifying the considerations for trail development as part of the overall transportation system in Simcoe County.

Policy Document	Policy Description	Relevance to Master Plan Update
Ontario Ministry of Transportation Transit Supportive Guidelines (2012)	The Ministry of Transportation's Transit Supportive Guidelines, 2012, outlines a set a guidelines to encourage transit-friendly planning and design through all communities in Ontario. More specifically, the policy document provides direction on supportive land-use planning, urban design and operational practices based on current best practices. The document is intended to be a guide for planners, developers and others who are involved in developing more transit-supportive communities.	The guidelines provide direction on how to integrate all modes of transportation when designing for transit to create more complete streets. The document also outlines design recommendations for the design of the community structure, enhancing transit access, designing complete streets and parking management. The document also provides improvement guidelines specific to transit facilities including the integration of alternative modes such as carpool parking, cycling and walking. This document is intended to complement the Master Plan Update and be used as a guide for the future design and development of transit facilities for the County.
Ministry of Transportation Cycling Strategy (2012)	In November 2012, the Ministry of Transportation Ontario (MTO) published the Draft Cycling Strategy. The strategy acknowledges the importance of developing cycling facilities to help reduce greenhouse gas (GHG) emissions, ease gridlock, benefit the economy, increase tourism and increase the quality of life for the residents of Ontario. The strategy was developed based on the increasing demand for direction from the Province on the design and development of cycling facilities. The document also addresses a number of the recommendations found in the Coroner's report published in 2012. The Province's vision is to ultimately "develop a safe cycling network that connects the province, for collision rates and injuries to continue to drop, and for everyone from the occasional user to the daily commuter to feel safe when they get on a bicycle in Ontario." The strategy is intended as a guide to make sure this vision is achieved.	The Cycling Strategy outlines a provincial plan, which proposes cycling infrastructure, education and legislation including a set of proposed changes to The Highway Traffic Act. Once finalized, the strategy is intended to be part of a number of Provincial documents, which will help to promote and strategically develop sustainable transportation infrastructure province-wide. As these documents are developed, the County is encouraged to use them as a reference for future development in the field of sustainable transportation implementation. The TMP Update's recommendations are supportive of the findings of the cycling strategy in its endeavor to provide a number of alternative modes of transportation for residents and visitors.

Policy Document	Policy Description	Relevance to Master Plan Update
Planning By Design – Healthy Communities	In 2009 the Ontario Ministry of Municipal Affairs and Housing, in conjunction with the Ontario *Professional Planners Institute, developed the Planning by Design: A Healthy Communities Handbook* to promote sustainable development across the province. The handbook explores the connections between sustainable community building and health, plus the critical role that the built environment can play in shaping the health of individuals and communities throughout Canada. The handbook outlines ways in which the current state of the built environment is detrimental to individuals and communities, and details changes that can be made in order to see noticeable improvements. Promoting safe and healthy mobility throughout communities is paramount to improving the overall health of Canadians.	Section 2 of this document outlines recommendation that could be considered to enhance the physical landscape in order to reduce the occurrence of disease, injuries and fatalities, such as: ► Create streets, paths and trails that are well-connected, maintained and able to safely accommodate different modes of transportation; ► Produce neighbourhoods that are safe, accessible, aesthetically pleasing, well-serviced and inclusive; and ► Develop natural environments that are resilient, provide ecosystem services, support wildlife and their habitat and are better connected to where people live. ► The document should be used by the County as a guide for the development and design of an urban and rural landscape that is reflective of healthy lifestyles and an increased quality of life for residents and visitors.
Growth Plan for the Greater Golden Horseshoe (Office Consolidation, June 2013)	The plan aims to promote dense, mixed-use communities that support public transit, walking and cycling as viable transportation options for people. These mixed-use communities should have a traditional main street feel, featuring inviting commercial centres that serve surrounding communities. If this built form is achieved, transportation demand will be lowered as more people will choose to leave the car at home in favour of taking public transit, walking or cycling to their destination.	The plan directs future growth to communities where a reduced reliance on single occupant motor vehicle transportation demand is more achievable. New development will be less automobile oriented and more pedestrian friendly. It is acknowledged that the local municipalities found within Simcoe County ultimately have jurisdiction over future development. However, the TMP Update will provide recommendations that can be used by these municipalities to help guide more sustainable growth and promote reduced use of the single occupant vehicle where possible.
Lake Simcoe Protection Act (2008)	The goal of developing Bill 99 was to ensure the protection of the 'ecological health of the Lake Simcoe watershed'. When the Act was passed, the Lake	The vision and goals identified for the watershed include enhancing the quality of life, preserving the natural wildlife, increasing community involvement and sustainable

Policy Document	Policy Description	Relevance to Master Plan Update
	Simcoe protection plan was established, outlining specific goals and objectives for the watershed. As of June 2009, the Lake Simcoe Regional Conservation Authority, in collaboration with the Ministry of the Environment and Ministry of Natural Resources, developed this protection plan for Lake Simcoe and those areas surrounding the body of water.	development for future generations. The principles and objectives set out for the County's TMP update are reflective of these goals. The transportation infrastructure improvements recommended as part of this plan will be cognizant of the requirements set out in the Act.

3.1.3 County Planning Documents

The Official Plan (consolidated in August 2007) is presently in effort in Simcoe County. In November 2008, the County of Simcoe adopted a draft New Official Plan (OP). This Plan was based on an updated Growth Management Strategy, the Transportation Master Plan and a refined Natural Heritage Review. The New OP currently before the Ontario Municipal Board for approvals also proposes many policy updates required to bring the Plan into conformity with both the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. Many of the transportation policies recommended by the 2008 Transportation Master Plan have been captured within the draft New OP, most notably Section 4.1 Healthy Communities and Housing Development, and Section 4.8 Transportation.

3.1.4 Local Municipal Planning Documents

Ultimately, the County's Transportation Master Plan Update will be a key guiding document for the development of future transportation initiatives which will occur in the local municipalities. In order to facilitate a coordinated effort between these jurisdictions, an assessment of local policies and plans has been undertaken.

The summary of the findings include the municipality's population, land area and population density, based on the 2011 census. Policies, plans and projects have been identified for each municipality, with their relevance to the TMP Update indicated.

Table 3.1.4 - 1: Township of Adjala-Tosorontio

Township of Adjala-Tosorontio		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
10,603 372.39 km^2 28.5 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Township Official Plan & Associated Schedules (2011) ► Recreation Master Plan (2006) ► Township Design Criteria – "Section L - Standards Drawings" (2006) ► Municipal Street Map (2010) ► Township Multi-year Accessibility Plan (2013)	The Township is bordered by Dufferin County to the west and the Region of Peel to the south. Within the County, the Township shares borders with the Towns and Townships of New Tecumseth, Essa and Clearview as well as CFB Borden. The policies that are currently in place are supportive of the development of an enhanced transportation system at the local Township level as well as County-wide. The Barrie Transit expansion initiative would increase access to the Township by way of CFB Borden.

Table 3.1.4 - 2: Town of Bradford West Gwillimbury

Town of Bradford West Gwillimbury		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
28,077 201.03 km^2 139.7 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Town Official Plan (2000) ► Road Needs Study (2012) ► Economic Development Strategy (2008) ► Trails Master Plan (2010) ► Transit Feasibility Study (2011) ► Transit Implementation Plan (2012) ► Transit System Master Plan (2009) ► Town of Bradford West Gwillimbury 2011 Development Charges Update Transportation/Roadway Network Assessment (2011-2013)	The Town is bordered by York Region to the east and south. Within the County, the Town shares borders with the Towns of New Tecumseth and Innisfil. The current policies are supportive of the enhancement of transportation in terms of local transit establishment and expansion, plus road network optimization. The Town has committed four segments of road for jurisdictional transfer for the purpose of optimizing the future network.

Table 3.1.4 - 3: Township of Clearview

Township of Clearview		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
13,734 557.44 km^2 24.6 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Township Official Plan & Associated Schedules (2001) ► Township Strategic Plan (2008) ► Accessibility Plan (2012) ► Directions for Growth: A Growth Plan for Clearview – Draft (2009) ► Road Needs Study (2012) ► Stayner and Area Transportation Plan (2009) ► Clearview Trail Link Draft Plan (2008)	The Township is bordered by Grey County to the west and Dufferin County to the southwest. Within the County, the Township shares borders with the Towns and Townships of Collingwood, Wasaga Beach, Adjala-Tosorontio, Springwater and Essa. The Townships' policies support the general implementation and expansion of local transit, plus road optimization. The projects for the Collingwood-Wasaga Beach Transit Link and the Barrie Transit expansion would both increase access to Clearview. The Township has also identified three road segments for jurisdictional transfer to facilitate future road network optimization.

Table 3.1.4 - 4: Town of Collingwood

Town of Collingwood		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
19,241 33.46 km^2 575.1 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Town Strategic Plan (2009) ► Development Standards (2007) ► Development Activity Maps (2012) ► Active Transportation Master Plan (2013) ► Online Interactive Trail Mapping	The Town is bordered by Grey County to the west and Nottawasaga Bay to the north. Within the County, the Town shares borders with the Towns and Townships of Clearview and Wasaga Beach. The initiatives for Collingwood Accessible Transit and the Collingwood-Wasaga Beach Transit Link will increase access to, from and within the Town. Collingwood has also identified two road segments for jurisdictional transfer for the purpose of optimizing the road network.

Table 3.1.4 - 5: Township of Essa

Township of Essa		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
18,505 280.07 km2 66.1 ppl. / km2	Policies that influence the development of the TMP Update include: ► Township Strategic Plan (2003) ► Active Transportation Master Plan (2013)	The Township is bordered by the City of Barrie to the northeast. Within the County, the Township shares borders with the Towns and Townships of Clearview, Springwater, Innisfil, New Tecumseth and Adjala-Tosorontio. The enhancement and expansion plus implementation of local transportation are supported by the current policies. The planned Barrie Transit expansion to Angus and CFB Borden will improve access to Essa.

Table 3.1.4 - 6: Town of Innisfil

Town of Innisfil		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
33,079 284.21 km^2 116.4 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Town Official Plan & Associated Schedules (2006) ► Transportation Master Plan (2013)	The Town is bordered by the City of Barrie to the north and Lake Simcoe to the east. Within the County, the Town shares borders with the Township of Essa as well as the Towns of New Tecumseth and Bradford West Gwillimbury. The current OP and TMP support the enhancement of local transportation. The planned Barrie Transit expansion will help improve access to Innisfil.

Table 3.1.4 - 7: Town of Midland

Town of Midland		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
16,572 35.37 km^2 468.5 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Town Official Plan (2004) ► Transportation Master Plan (2011)	Within the County, the Town shares borders with the Towns and Townships of Penetanguishene, Tiny and Tay The feasibility study for a Midland-Penetanguishene Transit Link will determine the viability of a new transit system, which would increase access to the Town. The construction of a County Carpool Lot at CR93 and Yonge Street would enable the management of future transportation demand.

Table 3.1.4 - 8: Town of New Tecumseth

Town of New Tecumseth		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
30,234 274.18 km^2 110.3 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Town Official Plan (2010) ► Town Strategic Plan (2005) ► Community Improvement Plan (2005) ► Urban Commercial Core Parking Study (2005) ► Leisure & Culture Master Plan Update (2009) ► Urban Design Guidelines (2002) ► Downtown Enhancement Master Plan (2009)	The Town is bordered by Peel Region to the southwest and York Region to the southeast. Within the County, the Town shares borders with the Towns and Townships of Adjala-Tosorontio, Essa, Innisfil and Bradford West Gwillimbury. The Town's OP and related plans support the implementation and improvement of transportation infrastructure. The initiative for the provision of a County Carpool Lot at Highway 9 and CR10 would aid in transportation demand management. The Town has also selected two road segments for jurisdictional transfer to facilitate network optimization.

Table 3.1.4 - 9: Township of Oro-Medonte

Township of Oro-Medonte		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
20,078 586.90 km^2 34.2 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Township Strategic Plan (2011) ► Township Official Plan & Associated Schedules (2007) ► Cycling Strategy (Ongoing) ► Online Rail Trail Mapping	The Township is bordered by the City of Orillia and Lake Simcoe to the east and the City of Barrie to the southwest. Within the County, the Township shares borders with the Towns and Townships of Springwater, Tay, and Severn. The Township is developing a Cycling Strategy to ensure further development and co-ordination of its existing road cycling and mountain biking facilities. Oro-Medonte has also designated a road segment of 7th Line for jurisdictional transfer for the optimizing of the future road network.

Table 3.1.4 - 10: Town of Penetanguishene

Town of Penetanguishene		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
9,111 25.57 km^2 356.4 ppl. / km^2	Policies that influence the development of the TMP Update include: ► Town Official Plan & Associated Schedules (2011)	Within the County, the Town shares borders with the Towns and Townships of Tiny and Midland. The policies that are currently in place are supportive of transportation improvements locally and in the County. The initiative for a Midland-Penetanguishene Transit Link will provide efficient and convenient connectivity between the two neighbouring towns.

Table 3.1.4 - 11: Township of Ramara

Township of Ramara		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
9,275 419.25 km² 22.1 ppl. / km²	Policies that influence the development of the TMP Update include: ► Township Official Plan & Associated Schedules (2003) ► 2013-2018 Multi-Year Accessibility Plan (2012) ► Active Transportation Plan (2010) ► Parks and Recreation Master Plan (2012)	The Township is bordered by Muskoka Region to the north, Kawartha Lakes to the east and Durham Region to the south. Within the County, the Township shares borders with the Township of Severn and the City of Orillia. Ramara has developed its own Active Transportation Plan, which will help facilitate the improvement and addition of pedestrian and cyclist infrastructure.

Table 3.1.4 - 12: Township of Severn

Township of Severn		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
12,377 549.90 km² 22.5 ppl. / km²	Policies that influence the development of the TMP Update include: ► Township Official Plan & Associated Schedules (2005) ► 2013-2018 Multi-Year Accessibility Plan ► Recreation Master Plan (2009) ► Transportation Master Plan & Active Transportation Plans (2014)	The Township is bordered by Muskoka Region to the north and east. Within the County, the Township shares borders with the Towns and Townships of Ramara, Oro-Medonte and Tay, as well as the City of Orillia. The Township is presently developing a TMP and active TMP to support County-wide and local transportation infrastructure enhancements. The Township has designated a segment of Division Road for jurisdictional transfer in order to optimize the future road network.

Table 3.1.4 - 13: Township of Springwater

Township of Springwater		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
18,223 536.23 km² 34.0 ppl. / km²	Policies that influence the development of the TMP Update include: ► Township Official Plan & Associated Schedules (2012) ► Growth Management Strategy (1996) ► Economic Development Strategy (2010) ► Midhurst Draft Transportation Master Plan (2009) ► Trails Master Plan (2008)	Within the County, the Township shares borders with the Towns and Townships of Essa, Clearview, Wasaga Beach, Tiny, Tay and Oro-Medonte, as well as the City of Barrie. The policies that are currently in place are supportive of transportation improvements and implementation. Springwater has identified four road segments for jurisdictional transfer for the purpose of road network optimization.

Table 3.1.4 - 14: Township of Tay

Township of Tay		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
9,736 139.00 km² 70.0 ppl. / km²	Policies that influence the development of the TMP Update include: ► Township Official Plan (2007) ► Township Long-term Plan (2013)	The Township is bordered by Severn Sound to the north. Within the County, the Township shares borders with the Towns and Townships of Severn, Oro-Medonte, Springwater, Tiny and Midland. In the Tay Long-term Plan, financing is provided towards road and bridge improvements. A budget for a future Sidewalk Master Plan is also included. These provisions will improve the safety and convenience for transportation network users in the Township.

Table 3.1.4 - 15: Township of Tiny

Township of Tiny		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
11,232 336.83 km² 33.3 ppl. / km²	Policies that influence the development of the TMP Update include: ► Township Official Plan ► Township Strategic Plan ► 2012-2015 Multi-Year Accessibility Plan ► Trails & Active Transportation Master Plan (2011)	Within the County, the Township shares borders with the Towns and Townships of Springwater, Tay, Midland and Penetanguishene. The policies that are currently in place support transportation improvements in the County and locally in the Township. In particular, implementation of the Trails & Active Transportation Master Plan will enhance access and improve safety throughout the Township for pedestrians and cyclists.

Table 3.1.4 - 16: Town of Wasaga Beach

Town of Wasaga Beach		
Population & Area	**Policies, Plans & Projects Currently in Place**	**Relevance to Master Plan Update**
17,537 58.43 km² 300.1 ppl. / km²	Policies that influence the development of the TMP Update include: ► Transportation Study Update (2012) ► Active Transportation Plan (2008) ► East-West Transportation Route Study (2008) ► Parks, Facilities and Recreation Master Plan (2012) ► Roads Needs Study (Ongoing)	The Town is bordered by Nottawasaga Bay to the north. Within the County, the Town shares borders with the Towns and Townships of Collingwood, Clearview, Springwater and Tiny. The policies that are currently in place are supportive of the implementation and improvement of transportation infrastructure. The projects underway, including the Wasaga Beach Transit Expansion and the Collingwood-Wasaga Beach Transit Link, will improve access to, from and within the Town.

3.1.5 Cities of Barrie & Orillia Planning Documents

Table 3.1.5 - 1: Cities of Barrie & Orillia Planning Documents

Policy Document	Policy Description	Relevance to Master Plan Update
City of Barrie-Official Plan Update (2010)	Following the approval of the City of Barrie's Official Plan Update in 2010, the City has embarked on a comprehensive planning exercise for the lands annexed from the Town of Innisfil in January 2010. This initiative includes two Secondary Plans. Specifically, these are the Salem Secondary Plan (West Annexed Lands) and the Hewitt's Secondary Plan (East Annexed Lands). These plans will be based on a wide variety of background reports, most notably a Multi-Modal Transportation Master Plan.	This Plan will provide recommendations for system improvements which will minimize travel demand and automobile-dependence by supporting walking, cycling and transit use plus the inclusion of Active Transportation polices. The City has recently articulated an updated Vision for transit service throughout the City. The key element of this Transit Vision is the creation of multiple transit hubs to provide more convenient and more frequent service to riders.
City of Barrie Draft Final Multi-Modal Active Transportation Master Plan (2013)	The City of Barrie is developing a Multi-Modal Active Transportation Master Plan that will manage the 2031 forecasted transportation network needs while addressing the policies of the Growth Plan for the Greater Golden Horseshoe.	The Multi-Modal Active Transportation Master Plan is planning on decreasing the need for automobiles by making walking, cycling and transit easily accessible and an overall convenience.
City of Orillia-New Official Plan (2011)	The City of Orillia's New Official Plan was approved by the Minister of Municipal Affairs & Housing in March 2011. The New Official Plan sets objectives and policies to guide the short and long term development of the City of Orillia	The New Official Plan provides policies for growth and development that are compatible among the different land uses within the municipality.
City of Orillia-Updated Transportation Master Plan	The City updated its original 2005 Transportation Master Plan, revisiting capital project priorities as well as identifying new needs based on future growth.	The needs identified in the City of Orillia Transportation Master Plan including widening of select existing arterial roads, modifications of existing traffic signals and extension of select existing roads are considered and incorporated into the Simcoe TMP.
City of Orillia-Active Transportation Plan (2012)	The City of Orillia has developed an Active Transportation Plan, which focuses on both increasing active transportation opportunities within the urban areas and enhancing linkages with the trail networks in adjacent municipalities.	The Active Transportation Plan outlines guidelines, policies and programs to encourage walking and cycling. The recommendations in the Active Transportation Plan are considered for consistency across the region.

3.1.6 Planning Documents from Bordering Jurisdictions

Table 3.1.6 - 1: Planning Documents from Bordering Jurisdictions

Policy Document	Policy Description	Relevance to Master Plan Update
Region of York- Transportation Master Plan (2009)	The Region of York Transportation Master Plan outlines policies and plans to significantly improve transit modal split and develop more sustainable land use plans.	The Region of York Transportation Master Plan recommends provincial road improvements and new provincial roads that extend into Simcoe County.
Region of York- Pedestrian & Cycling Master Plan (2008)	The Pedestrian and Cycling Master Plan provides a blueprint to develop walking and cycling infrastructure. The plan promotes more sustainable forms of travel, such as walking, cycling and public transit.	The Pedestrian & Cycling Master Plan has provided a solid foundation for more detailed follow-up projects, such as the Lake-To-Lake Cycling Route. When completed, this route will provide cyclists with a continuous route from Lake Ontario to Lake Simcoe.
Region of Peel- Active Transportation Plan (2012)	The plan outlines a variety of policies, strategies and initiatives to be undertaken in a phased approach. The Plan emphasizes Active Transportation as a viable mode of transportation, particularly in urban areas. It also pursues the promotion of Active Transportation within the community and the development of related infrastructure both through capital projects and new development design.	Active transportation linkages between the Region of Peel and Simcoe County will be explored as part of the TMP Update.
Region of Peel- Long Term Transportation Plan (2012)	The Region's Long Term Transportation Plan was also released in 2012 and reflects the Region's multi-modal strategy to accommodate the significant growth that is expected to occur in the coming years.	The Long Term Transportation Plan notes that a number of trips within the Peel Region are through trips from Dufferin and Simcoe Counties.
County of Dufferin – Dufferin County Active Transportation & Trails Master Plan (2010)	This plan included a strategy and list of recommended actions for the County to provide enhanced opportunities for active transportation along roadways and recreational trails.	Several of these corridor routes will ultimately connect with those within Simcoe County.
County of Grey-	Primary recommendations focus on encouraging active transportation, inter-	Data sharing is underway between the two counties, and transportation connections

Policy Document	Policy Description	Relevance to Master Plan Update
Transportation Master Plan (Ongoing)	municipal partnerships for transit services in Collingwood and the Town of Blue Mountains, and road network optimization by transferring several County roads to area municipalities.	will look to be strengthened through the development of the TMP Update.
District of Muskoka	While County staff maintain connected working relationships, these jurisdictions do not appear to have any higher-level planning initiatives or studies related to transportation underway at this time.	Appropriate transportation linkages between Simcoe County and the District of Muskoka will be reviewed as part of the TMP Update.
Region of Durham	Durham Region has prepared a TMP, Long term Transit Strategy and Cycling Plan.	Appropriate transportation between Simcoe County and Durham Region will be reviewed as part of the TMP Update.

3.2 A Vision for Simcoe County's Transportation Future

3.2.1 Transportation Vision

To provide comprehensive and adaptable multi-modal transportation system which considers the County's vast geography, growing permanent and seasonal populations plus an expanding economy. The Transportation Master Plan Update will focus on a multi-modal network to address the County Road enhancements, transit network options and active transportation connectivity. This update will guide infrastructure planning while considering the demand for existing and future transportation needs.

3.2.2 Transportation Principles

- Transportation and Land Use Integration: the transportation systems and surrounding land uses are planned and complementary so that the use of transportation infrastructure is optimized and limits the impacts of transportation on the environment.
- Access and Mobility: the transportation system is interconnected to allow people and goods to move safely and efficiently throughout and beyond the County.
- Multi-modal Integration: a transportation network with options regarding transit services and nodes, active transportation connectivity and amenities, including a comprehensive network of motorized and non-motorized transportation modes, plus alternatives such as carpooling to decrease reliance on single-occupant vehicles.

3.2.3 Transportation Objectives

1. Provide connectivity between transportation modes to move people and goods sustainably, efficiently and safely based on a hierarchical suite of mobility solutions;

2. Establish a sustainable integrated multi-modal transportation system that reduces reliance upon any single mode and promotes walking, cycling and transit;
3. Solicit and integrate public consultation and contributions from across the County;
4. Co-ordinate and collaborate with the private sector, government agencies and municipalities; and
5. Define policies and long-term strategies that will result in the protection of transportation corridors for all modes of transportation to address current and projected population and employment growth.

3.2.4 Problem Statement

1. Continued Growth

Population and employment numbers are expected to continue to grow through 2031, from present levels of 277,000 people to over 416,000 people in the year 2031.

2. Simcoe County's Central Location in the Greater Region

Through traffic from summer and winter vacationers plus traffic generated within the County will continue to increase with the expected growth in the County and the GTHA. The GTHA is expected to grow from over 6,000,000 people today to over 8,600,000 people by the year 2031. This growth is expected to add traffic to Highway 400, other provincial highways crossing Simcoe County and to County roads.

3. Economic Impact of Traffic

As traffic increases in the County, it could affect the County's attractiveness for businesses as well as vacationers. Select road links and intersections are approaching capacity during peak travel periods, with congestion experienced along travel corridors providing access to recreation and vacation locations within and beyond the County.

4. Traffic Management

Ongoing traffic issues, such as infiltration of traffic onto County roads, can be better managed through road improvements, new transit opportunities and more diverse network improvement strategies.

5. Evolving Urban Fabric

Select communities in the County are planning for intensified urban development. These areas are opportunities for more sustainable development, with enhanced roles for pedestrian, cycling and transit mobility. At the same time, more rural areas need multi-modal transportation options to maintain and enhance the high quality of life.

4.0 TRANSPORTATION VISION FOR SIMCOE COUNTY

4.1 Phase 1 Consultation Overview

The primary objective of undertaking Phase 1 of the Simcoe County Transportation Master Plan (TMP) Update was to document and analyze the existing County-wide transportation conditions. As part of this exercise, the study team was responsible for gathering information regarding the opportunities and barriers associated with transportation which are to be mitigated through the adoption and implementation of the Master Plan Update.

An integral component to this step in the study, and consistent with the Environmental Assessment process, is public and stakeholder engagement. In order to gather input to help form the Master Plan Update, the study team incorporated the strategic approach of:

"Bringing the consultation to the people"

The Goal: To provide a range of public and stakeholder consultation alternatives so that members of the public have a number of opportunities and venues to provide their input. More specifically, public events were planned at venues which draw a variety of attendees.

The Outcome: By using this approach, the maximum amount of interest and input can be generated. This facilitates ongoing discussions with the study team, County and local municipal staff, as well as providing full documentation of the study process.

Using this approach, a **Public and Stakeholder Consultation Strategy** was prepared and presented to County staff for their review and consideration. The strategy outlined different public and stakeholder consultation options which were proposed to be undertaken at part of the study process. Once confirmed, a specific set of consultation activities were identified for each Phase of the study.

Each of the consultation activities identified was accomplished during Phase 1 between May and July of 2013. Additional consultation activities were also identified as Phase 1 proceeded. A list of each of the public and stakeholder consultation initiatives for Phase 1 is provided below with a brief description of each:

- Notice of Study Commencement & PIC #1
- *What was the Goal?* To provide the public with a formal notice documenting the start of the Simcoe County TMP Update.
- *What was Prepared?* A notice documenting the study's commencement as well as upcoming public consultation opportunities.
- *Where was it Presented?* The notice was published in local newspapers and was also posted online on the County's webpage. Specific times and locations where the notice was published include:
  - Bradford Topic (Bradford West Gwillimbury) - May 16, 2013
  - Bradford West Gwillimbury Times (Bradford West Gwillimbury) - May 16, 2013
  - Barrie Advance (Springwater/Essa/Barrie) - May 16, 2013
  - Orillia Today (Severn/Ramara/Orillia) - May 16, 2013
  - Orillia Packet & Times (Ramara/Severn/Oro-Medonte) - May 16, 2013
  - Alliston Herald (Innisfil/Essa/New Tecumseth) - May 16, 2013
  - The Times (Beeton/Tottenham) – May 16, 2013
  - Innisfil Examiner (Innisfil) - May 16, 2013
  - Innisfil Journal (Innisfil) - May 16, 2013
  - Midland Mirror (Midland/Penetanguishene/Tiny/Tay) - May 16, 2013
  - Midland Free Press (Midland/Penetanguishene/Tiny/Tay) - May 16, 2013
  - Stayner/Wasaga Sun (Wasaga Beach) - May 16, 2013
  - Collingwood Connection (Collingwood/Wasaga Beach) - May 16, 2013
  - Borden Citizen (Base Borden/Essa) – May 17, 2013
- *What Information was Presented?* Information included a brief study description, ways in which members of the public could get involved (such as the online questionnaire), dates, times and locations of the first round of public information centres and contact information for the study team representatives.
- Public Outreach Campaign (Study Mobile Display Boards and Promotional Business Cards)
- *What was the Goal?* To notify the public and local stakeholders, using promotional materials, of the County's Transportation Master Plan Update, explain the study process and announce upcoming public information centres, stakeholder meetings and additional ways to participate.
- *What was Prepared?* The consultant team, collaboratively with the County prepared a mobile display board and study promotional business cards with a cohesive study branding strategy.
- *Where was it Presented?* The mobile display board was posted at key locations such as municipal offices, arenas and community centres throughout the County. The business cards were distributed along with the display board. Specific dates and locations for each of the materials are presented below:
  - Mobile Display Boards with Business Cards
    - County of Simcoe Administration Centre (ongoing)
    - Town of Midland (May 29 – June 13, 2013)
    - Town of Penetanguishene (May 29 – June 13, 2013)
    - Town of Collingwood (May 29 – June 3, 2013)
    - Township of Springwater (May 29 – June 11, 2013)
  - Business Card Delivery
    - Township of Tay (May 14, 2013)
    - Township of Tiny (May 29, 2013)

- Town of Wasaga Beach (May 29, 2013)
- Township of Clearview (May 29, 2013)
- Township of Adjala – Tosorontio (May 31, 2013)

- *What Information was Presented?:* The mobile display board outlined information similar to what was found on the notice of study commencement with the exception of the dates, times and locations of the first PICs. The study business card provided key links including the study webpage and online questionnaire, and also presented the contact information for key study representatives.

- Simcoe County TMP Update Online Questionnaire
- *What was the Goal?* To gather input from the public, stakeholders and members of Council regarding existing transportation conditions, opportunities and barriers, as well as recommendations for the future of the transportation network.
- *What was Prepared?:* Two online questionnaires were prepared using the online tool Survey Monkey (www.surveymonkey.com). The first questionnaire was geared towards members of the public and was made available publically online. The second questionnaire was generated specifically for members of County, and Municipal Councils, and was sent to the Clerk of the County's member municipalities via email.
- *When was it Prepared & Presented?* The online questionnaires were prepared in April 2013 and were made publically available at the beginning of May. Council members were emailed the link to the Council questionnaire on May 13, 2013.

What Information was Presented? Both questionnaires asked similar questions, but additional questions were provided to members of Council regarding their jurisdiction. The questions that were posed pertained to topics such as demographic information (age, community in which you live, gender, etc.), current travel patterns, destination of current trips and future destinations, barriers or opportunities in the current transportation system, and areas of improvement considered for incorporation as part of the Master Plan.

- Public Information Centre #1
- *What was the Goal?* To provide members of the public with an opportunity to comment on the findings and deliverables developed for Phase 1 of the study process, and to identify transportation barriers and opportunities. At the events, attendees discussed their issues and ideas with the study team members and were also encouraged to mark-up maps with their comments and input.
- *What was Prepared?* The study team scheduled and prepared for the first round of public information centres which were held at four locations throughout the County. A set of display boards was prepared for the PICs. The same display boards were used at each event to maintain consistent messaging.
- *When was it Prepared & Presented?* The PIC display boards were prepared in mid May 2013 and were presented at each of the four locations at the end of May and the beginning of June 2013. The times, locations and events (where applicable) were as follows:
  - Location #1 – 'Honey and Garden Festival', Beeton (Saturday May 25, 2013)
  - Location #2 – Collingwood Public Library, Collingwood (Monday June 3, 2013)
  - Location #3 – Midland Public Library, Midland (Thursday June 6, 2013)
  - Location #4 – 'Wheels and Tracks in Motion', Simcoe County Museum, Midhurst (Saturday June 8, 2013)

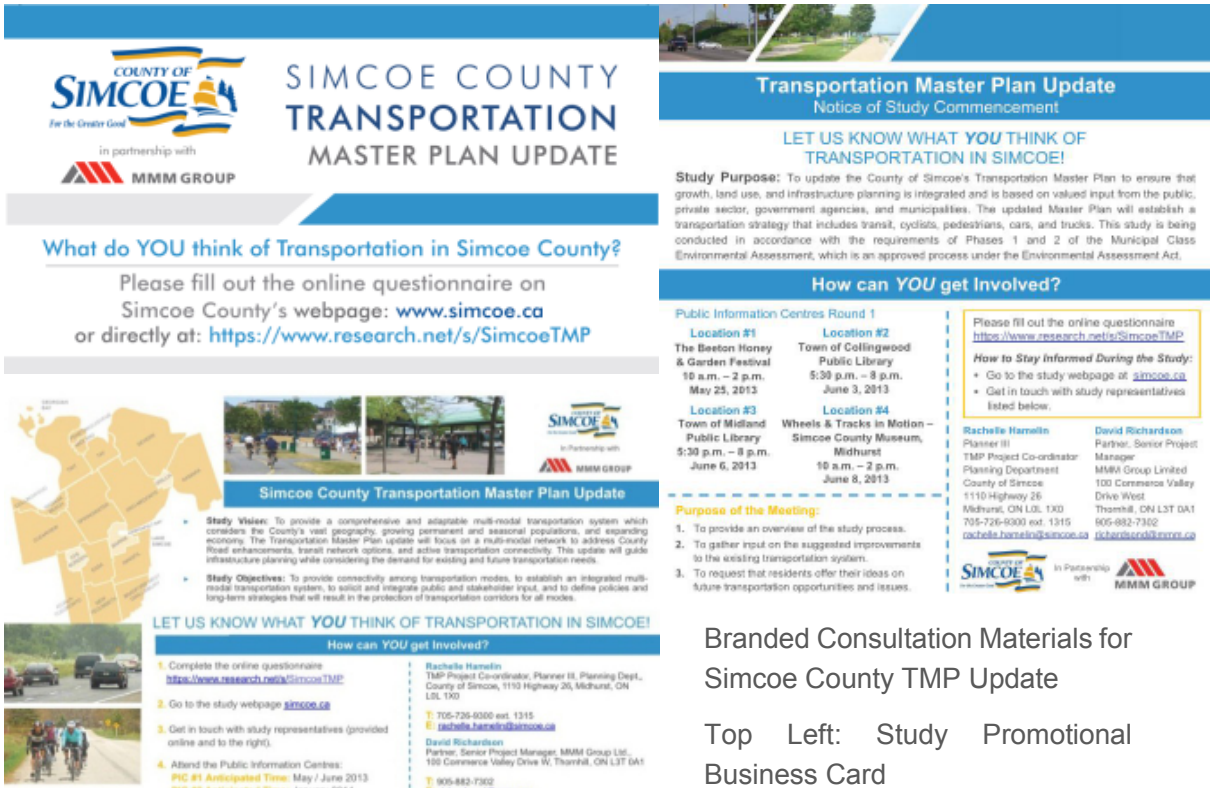
- *What Information was Presented?* The information which was presented was based on the tasks undertaken as part of Phase 1 of the study. The display boards included documentation and illustrations of the study vision, goals and objectives, the TMP problem statement, a review of background information, mapping of existing conditions as well as other more interactive opportunities including boards which could be marked up to document comments and input.

- Advisory & Technical Committee Meetings
- *What was the Goal?* To provide the Advisory and Technical Committee members with the opportunity to comment on the deliverables and findings developed during Phase 1 of the study process. Committee members who attended were presented with fundamental study information and were given an opportunity to speak with the study team members. They were also encouraged to mark up maps with their comments and input.
- *What was Prepared?* Information was presented (including Display Boards) that was consistent with what was developed for the Public Information Centres. In addition to the display boards, a presentation based on the displays was developed.
- *When was it Prepared & Presented?* The display materials were prepared concurrently with the displays for the first PIC in mid May 2013, and an invitation letter was prepared and distributed in May 2013. Details regarding the distribution of invitations can be found below:
  - Advisory Committee – May 15, 2013
  - Technical Committee
  - Local Municipalities – May 17, 2013
  - Adjacent municipalities & Agency Stakeholders – May 21, 2013
- The two combined Advisory and Technical Committee meetings were scheduled in advance of two of the public information centres in June 2013. The times and locations of the stakeholder sessions were as follows:
  - Location #1 – Collingwood Public Library, Collingwood (Monday June 3, 2013)
  - Location #2 – Midland Public Library, Midland (Thursday June 6, 2013)
- Following the meeting, attendees were contacted on June 7th, 2013 with the presentation deck, a link to the online questionnaire and other study materials.
- *What Information was Presented?* The information which was presented was consistent with that prepared and presented at the PICs. Some additional information regarding study goals and objectives were included in the presentation as well as live call-in questions from viewers.
- Online Promotion
- *What was the Goal?* To provide the public and stakeholders with an online hub of information regarding study deliverables and next steps.
- *What was Prepared?* Hosted by the County, a study webpage as part of the County's website was prepared (http://www.simcoe.ca/dpt/pln/trsplanupdate/index.htm)
- *When was it Prepared & Presented?* Once the project formally commenced on May 9, 2013, the webpage was launched. Information has been posted online consistently since that time, and will continue to be updated over the course of the study.
- *What Information was Presented?* The study webpage contains the study deliverables which have been drafted and submitted to the County including the PIC #1 display boards, study contact information, a link to the online questionnaire etc.

- Media Outreach
- *What was the Goal?* The County has used the media to help promote public and stakeholder involvement in the study. This approach was used as a means of publicizing the PICs in addition to increasing study awareness.
- *What was Prepared?* Information was provided to the media sources on an individual basis.
- *When was it Prepared & Presented?* In advance of the first PICs, a number of radio ads were posted. Details on the radio broadcasting dates and venues include:
  - Bayshore Broadcasting (Beach FM) May 23 and 24;
  - Central Ontario Broadcasting (107.5 and Rock 95) on May 23-25;
  - Corus (101.1 and 93.1) on May 23-26;
  - Larche (104.1 and 105.9) on May 23-24; and
  - Peak FM on May 23-26.
- In addition, on June 4, 2013 study representatives participated in an interview program on the Tony Guergis Live show (Barrie – Rogers TV) and presented key study information in the form of a question and answer period.
- *What Information was Presented?* The information provided on the notice of study commencement was used to form the Radio ads. The information presented on the Live show was based on a set of questions which were provided to the team in advance of taping.

- External Stakeholder Consultation
- *What was the Goal?* To gather input and information from select stakeholder groups including the Simcoe Federation of Agriculture, and Sinton Transportation, as identified as part of the formal study stakeholder contact list.
- *What was Prepared?* No information was specifically prepared for these consultations.
- *When was it Prepared & Presented?* Meetings with the select stakeholder groups were scheduled and executed by the County on select days throughout the month of June 2013.
- *What Information was Presented?:* No specific information was presented, however, participants were provided a link to the online questionnaire as well as the study webpage, and were encouraged to stay involved in the study process.
- Internal Staff Consultation
- *What was the Goal?* To gather input and information from representatives from County departments including Paramedics, Ontario Works, Forestry and the Waste Management Division, as well as the County's Roads Foremen. The meetings were used to discuss existing transportation-related initiatives, and to record observations and comments.
- *What was Prepared?* No information was specifically prepared for the interview sessions. A brief presentation was developed for the Local Planners' meeting based on the information presented at the stakeholder sessions.
- *When was it Prepared & Presented?* Over the course of the first phase of the study, study team members from the County engaged with other staff to gather their input. One-on-one discussions were scheduled which ran for 30 to 40 minutes. In addition, information was presented and input was gathered at the Local Planners' Meeting on June 14, 2013 was attended by planning representatives from member and neighbouring municipalities, Conservation Authorities, and School Boards.

- *What Information was Presented?* No specific information was presented, however, participants were provided with a link to the online questionnaire as well as the study webpage, and were encouraged to stay involved in the study process.



Branded Consultation Materials for Simcoe County TMP Update

Top Left: Study Promotional Business Card

Figure 4.1 - 1: Branded Consultation Materials for Simcoe County TMP Update

Figure 4.1 - 1 and **Figure 4.1 - 2** illustrate a number of the consultation materials that were prepared for Phase 1 of the TMP Update.

Sample Display Boards from PIC #1 & Technical Advisory Committee Meeting

Top: Study Problem Statement & Objectives

Middle: Study Vision, Goals and Principles

Bottom: Benefits and Types of Active Transportation

Figure 4.1 - 2: Sample Display Boards from PIC # 1& Technical Advisory Committee Meeting

Figure 4.1 - 3 illustrates the timeline of consultation initiatives which took place in Phase 1. It is important to note that for some of the initiatives, such as the online questionnaire, the study webpage, the mobile display boards and the business cards, the completion of Phase 1 does not indicate the completion of the consultation. These methods of consultation will remain open and available for the duration of the Master Plan Update.

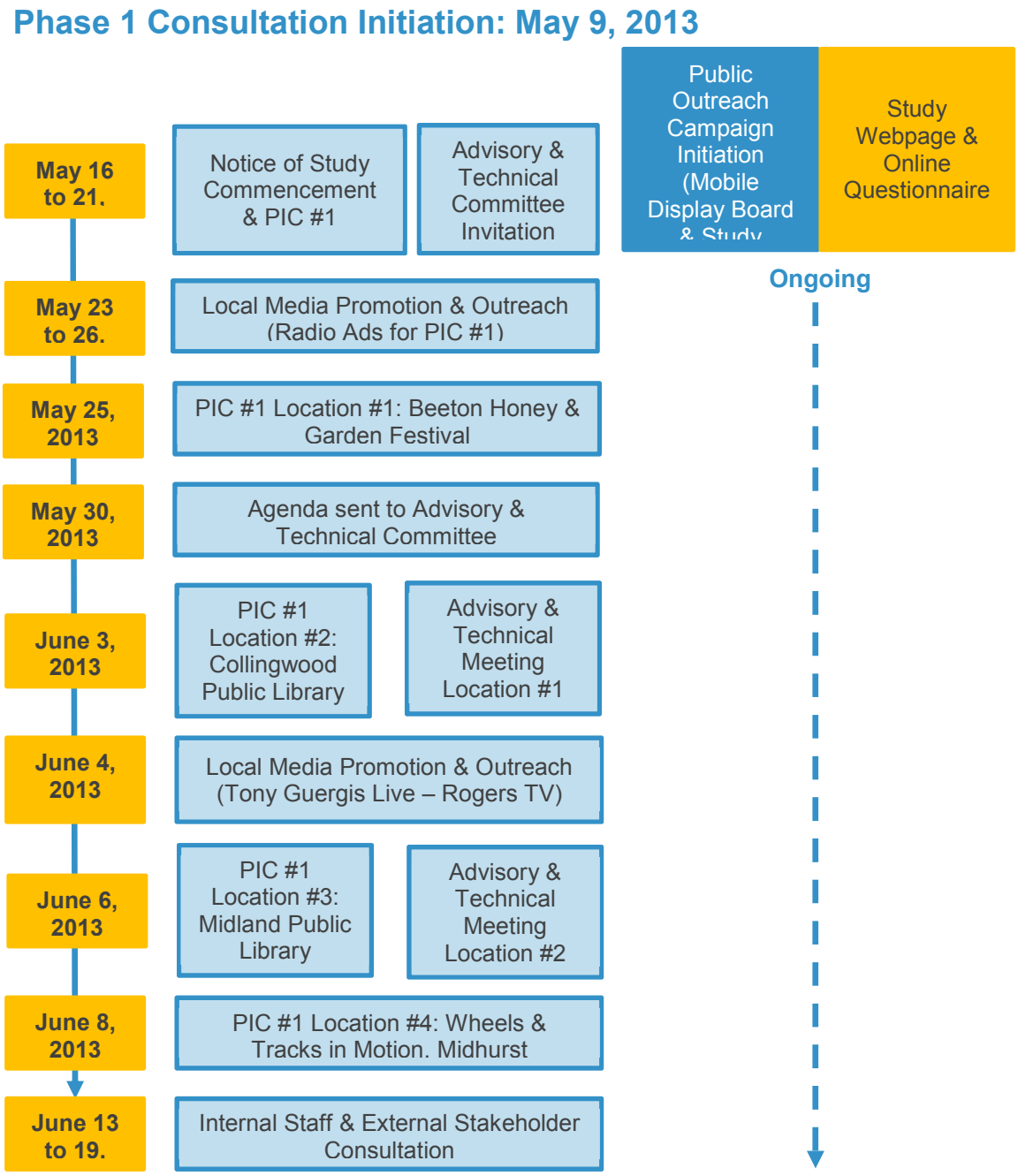


Figure 4.1 - 3: Consultation Initiative Timeline - Phase 1

4.2 Input Gathered from Phase 1 Consultation Activities

The input received from the public and stakeholder consultation initiatives has been documented in a detailed consultation summary as they were received. The comments that were gathered can be categorized into four key themes as illustrated in the figure to the right. The comments which were documents from each event, discussion or interview have been organized into each of these categories.

Where the comments did not pertain to a topic area, an additional section has been included summarizing these select comments.

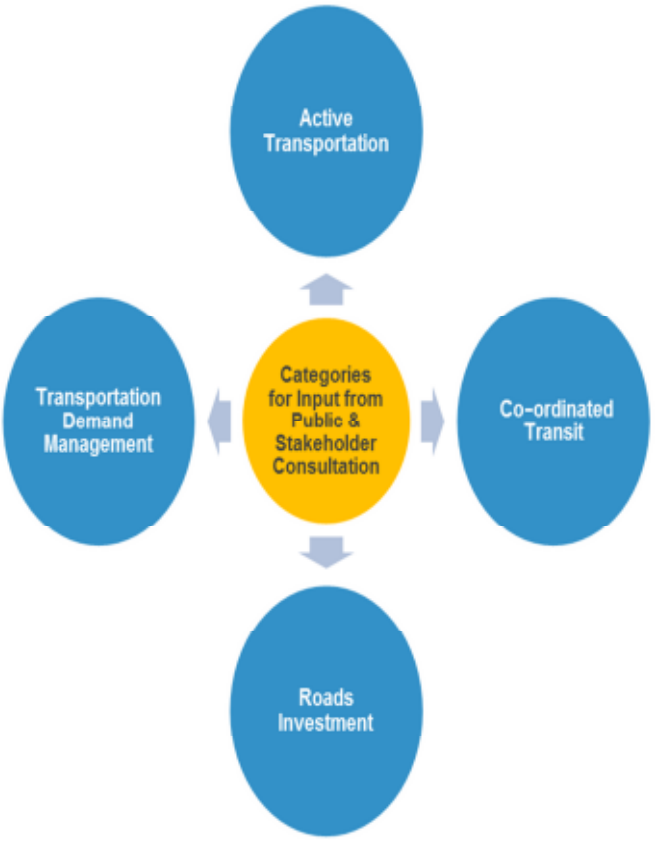


Figure 4.2 - 1: Categories for Input from Public & Stakeholder Consultation

4.2.1 Online Questionnaire

The online questionnaire provided the study team with important information regarding the County-wide perspective of the public on transportation.

The questionnaire was comprised of 17 questions that gathered information regarding the socio-demographics of respondents, their current transportation activities and trends as well as their input on potential infrastructure improvements, policies and programs.

Almost 500 responses were gathered through the course of the study. The results have been organized based on three categories, current transportation trends, input to the future transportation network and demographic information from respondents. The summary of findings is included in Chapter 17.

4.2.2 Advisory & Technical Committee Meetings

Advisory & Technical Meeting #1 Location #1 (June 3, 2013 – Collingwood Public Library, Collingwood)

- **Duration:** 3:00 p.m. – 4:00 p.m.
- **Number of Attendees:** 12 including 2 local municipal Council representatives (Innisfil and Clearview)

Table 4.2.2 - 1: Comments Matrix Meeting #1 Location #1

Transportation Theme:	Comments Received:
Active Transportation	► Clearview's trail system uses the existing Barrie Collingwood Railway (BCRY) corridor as the "spine" of their trail network – questioned future compatibility with rail.
Co-ordinated Transit	► BCRY is considered "active". ► Clearview concerned with the future of the BCRY since there is proposed development in Stayner abutting the corridor. ► Statement that the existing BCRY rail conditions are poor and questioned the economic feasibility of rail transit in this area.
Roads Investment	► Questions regarding MTO's consideration/status of Hwy 26 Stayner by-pass. By-pass thought to be a good idea.
Transportation Demand Management	► None
Additional Comments Received	► Grey County commencing TMP; linkage with Grey recommended. ► Concern that 'Google maps' and GPS were directing travelers down concession roads that are not constructed for through traffic, thereby the municipal roads are "getting hell-pounded" – question as to whether or not local municipalities can request or integrate mapping programs to "stick to the roads meant to be used"?

Advisory & Technical Meeting #1 Location #2 (June 6, 2013 – Midland Public Library, Midland)

- **Duration:** 3:00 p.m. – 4:00 p.m.
- **Number of Attendees:** 25 participants including 5 local municipal Council representatives (Midland, Severn, Tiny and Bradford West Gwillimbury)

Table 4.2.2 - 2: Comments Matrix - Meeting #1 Location #2

Transportation Theme:	Comments Received:
Active Transportation	► Need for safe bike lanes along busy roads such as County Roads 6, 25, 93 ► Identified opportunity to integrate Active Transportation with Tourism such as the Georgian Bay North Simcoe waterfront Cycle/x-country skiing route (St. Catherines – Port Hope example) ► Conflict of multi-use trails identified – ATVs, horses, cyclists, pedestrians ► Paved shoulders alternative suggested bike lanes in hydro corridors ► 'Share the Road' signage should be implemented along County Roads 6 & 25 ► Organized cycling facilities and nodes for tourists so they can cycle the trails/tourism/ B&B routes (European & Niagara Region examples) ► Bike facilities are needed on Highways 12 and 93 ► Biking should also be considered as an economic development tool ► Multi-use trails - should we allow or prohibit ATVs? Can we provide separate trails only for ATVs? ► Consider a scenic waterfront trail
Co-ordinated Transit	► Is Transit funding increasing? ► A "taxi-bus" was recommended for the rural areas and the need to identify partnerships ► Government services have been centralized in Midland. There needs to be a way to get people from outlying areas into town. A bus service between Tiny, Tay, Penetanguishene and Midland could accomplish this ► The Waypoint bus in Penetanguishene was free but is being phased out and will no longer operate.
Roads Investment	► Is the County looking at Forbes Road (Midhurst) for intersection/connectivity with the City of Barrie? ► Consider the historic elements of County Road 93 ► Truck by-passes are needed for Beeton and Tottenham in New Tecumseth ► Uploading and downloading of roads is a concern in Bradford – the Town is uploading roads in good condition to the County, while the County is downloading roads in poor condition to the Town
Transportation Demand Management	► There is a need for accessible taxis and necessity for funding for such ► Carpool lot needed in Tiny, suggested Perkinsfield at County Roads 6 & 25 (the County has a garage in proximity to this location)

Transportation Theme:	Comments Received:
	► Accessible taxis and door-to-door services are needed for seniors
Additional Comments Received	► Are eco-crossings/passages being considered in the County's design standards? ► Will the TMP update be a "one size fits all"? ► Is the Local Health Integration Network (LHIN) receiving consideration ► Identify and promote the historic significance of Old Penetanguishene Road (Highway/County Road 93) ► Concern about the financial viability of small airports like the Collingwood and Huronia airports, expressed opportunity for the movement of goods to relieve congestion on the road network ► How do we get low income people to where they need to go? ► Ecopassages for animals should be considered in road cross sections ► Transportation options are needed from Midland to Barrie, Orillia and Newmarket ► Severn – how to get ATVs through County forests and how to connect them to Georgian Bay

4.2.3 Public Information Centre #1

PIC #1 Location #1 (May 25, 2013 – Beeton Honey & Garden Festival, Beeton)

- **Duration:** 10:00 a.m. – 2:00 p.m.
- **Number of Attendees:** Engaged approximately 180 to 200 people. Business cards were distributed to attendees when possible, and online questionnaire heavily promoted.

Table 4.2.3 - 1: Comments Matrix - PIC #1 Location #1

Transportation Theme:	Comments Received:
Active Transportation	► Existing trail system requires connectivity ► More sidewalks needed ► If there were trails, people would use them to bike ► Convert old rail lines to bike ways ► Need for wider shoulders for safe cycling ► The TransCanada Trail is missing a link between Cookstown and Tottenham
Co-ordinated Transit	► Lack of rapid transit west of Hwy 400 ► Transit lacking from Beeton to Alliston (primary settlement area) ► Driving is the only option – there is no transit in Beeton

Transportation Theme:	Comments Received:
	► Transit is needed between the Beeton – Tottenham – Alliston communities of New Tecumseth ► Transit is needed from New Tecumseth into activity centres in Barrie and Newmarket ► Transit needed along Highway 9 to Orangeville on the west and Newmarket on the east ► GO Transit park-and-rides are full – they need more parking lots ► GO Transit needs to expand to all day, two way service to Barrie, needs to expand west of Highway 400, needs to service other parts of Toronto and not just Union Station ► Seniors need alternative transportation to Alliston ► The Hydro corridors offer the potential for light rail / transit ► Transit should be provided for the Honda plant in Alliston, but "not in my back yard"
Roads Investment	► Increased volume on Hwy 400 ► What are the plans for 10th Sideroad in Bradford ► Highway 27 is a bottleneck ► Highway 89 needs an alternative ► Roundabouts are an option but require re-education of drivers
Transportation Demand Management	► None
Additional Comments Received	► The County should implement the previous plan and not spend money on preparing a new plan ► The County should not spend money on public events where minimal feedback is received

PIC #1 Location #2 (June 3, 2013 – Collingwood Public Library, Collingwood)

- **Duration:** 5:30 p.m. – 8:00 p.m. (some attendees stayed past this time for question and answer with study team members)
- **Number of Attendees:** Approximately 30 to 35 attendees. Business cards were distributed and attendees were encouraged to fill out the questionnaire. Tourism Simcoe County Guide Maps were also offered.

Table 4.2.3 - 2: Comments Matrix - PIC #1 Location #2

Transportation Theme:	Comments Received:
Active Transportation	► East – west bicycle connections needed, examples given along Poplar Sideroad & Sixth Street/Mountain Road ► Multiple request for designated bike lanes (in key areas) ► Recommendation that the existing trails network be paved (similar to Ottawa but inter-communal) ► Safer road cycling, scenic routes from New Lowell/Stayner/Creemore/Collingwood ► Road cyclists to proceed in single file, dangerous on the roads, requested advisories for road cycling events such as the 'Centurion' races because of "hilly" topography
Co-ordinated Transit	► Heard about the "success" of the Wasaga Transit link between Wasaga Beach and Collingwood www.sinton.com/services/TransitLink.aspx ► Desire to see extended GO services from Collingwood in order to get to larger centres for medical appointments ► Existing transit needs to do a better job advertising services, stops and signage ► Georgian Trail an asset
Roads Investment	► County Roads to pave shoulders at least an additional 1.5 metres ► Request that MTO Hwy 26 by-pass Collingwood and Pretty River designated a scenic route with reduced speed limit
Transportation Demand Management	► None
Additional Comments Received	► None

PIC #1 Location #3 (June 6, 2013 – Midland Public Library, Midland)

- **Duration:** 5:30 p.m. – 8:00 p.m. (some attendees stayed past this time for question and answer with study team members)
- **Number of Attendees:** Approximately 20 to 25 participants. Business cards were distributed and attendees were encouraged to fill out the questionnaire. Tourism Simcoe County Guide Maps were also offered.

Table 4.2.3 - 3: Comments Matrix - PIC #1 Location #3

Transportation Theme:	Comments Received:
Active Transportation	► Safe bike lanes needed ► Tay trail well used ► Education and awareness for cyclists is needed throughout the communities ► Paved shoulders should be implemented where possible to combat cyclists / truck conflicts ► Touring Cycling routes should be formalized or highlighted as a tourism opportunity ► Not many opportunities for utilitarian cycling options within the municipalities and connecting to surrounding communities. ► Paved shoulders are needed for cyclists ► Rumble strips in the shoulder are not good for cyclists ► Fuller Avenue needs active transportation facilities ► The more separation for cyclists and cars, the better ► Bike facilities are needed on Yonge, this is the best link between Penetanguishene and Midland due to grades and topography ► Hwy 12 Trail is beautiful, but it ends at Waubaushene ► There is no safe AT route between Penetanguishene and Midland
Co-ordinated Transit	► Existing transit needs to do a better job advertising services, stops and signage ► Need for transit and rural connectivity into towns and service areas (taxis too expensive)
Roads Investment	► Cookstown by-pass identified as a need in Innisfil's TMP, is the County looking at this option as well? ► Paved shoulders on County Roads ► Debris is often on the shoulders and is not cleared ► Goods movement route needed from Hwy 400 to Midland – an alternative to Hwy 93 and Hwy 12 ► New urban and rural cross sections need to be implemented
Transportation Demand Management	► None
Additional Comments Received	► Encouragement for the County to voluntarily supply eco-passages (of all sizes) in road design

PIC #1 Location #4 (June 8, 2013 – Wheels & Tracks in Motion, Simcoe County Museum, Midland)

- **Duration:** 10:00 a.m. – 2:00 p.m.
- **Number of Attendees:** Approximately 31 people were engaged. Attendees were encouraged to provide their comments directly on the maps and displays provided. They were also given copies of the business card and encouraged to fill out the questionnaire if they had not already done so.

Table 4.2.3 - 4: Comments Matrix - PIC #1 Location #4

Transportation Theme:	Comments Received:
Active Transportation	► Desire for more bike lanes and wide shoulders ► Trails are good but connectivity and wayfinding hinders ability and desire to use them ► Education for motorists and cyclists to Share The Road since cyclists ride in packs that are three, four or five riders abreast ► Road authorities need to communicate better to residents when roads will be limited access or closed for large cycling events ► ATV users desire more trail access ► County was encouraged to continue to connect trails ► County should make developers construct more sidewalks, trails ► Tiny Trail ends in Elmvale – connectivity is desired, "should be linked" ► Oro-Medonte rail trail well used
Co-ordinated Transit	► Transit required to shuttle riders between sub-regional nodes ► Cost of taxis used to transport select social services clients could be transferred to a transit system that is more universally beneficial ► Coach lines licensed to run a specific route (and cannot be over-run), many routes have failed over the years, Coach lines not running the same frequency as they used to, "flag" service not as effective as it once was because people are not aware of this service ► Bus companies need to do a better job advertising stops and services ► County should establish short buses "Sprinters" and integrate a transit program ► A "feeder" transit is needed to connect communities, especially Bradford – Beeton – Alliston – Cookstown ► GO Transit is believed to be a feasible option to service Collingwood and Orillia ► No bus connection between Midland and Orillia, should engage Ontario Motor Coach Association (OMCA) to find solutions

Transportation Theme:	Comments Received:
	► GO Transit- VIVA connection additional frequency to Toronto needed
Roads Investment	► What happened to the planned 427 Extension to and around Barrie, and the 410 Extension to the Southern Georgian Bay Region? ► Some were glad to hear they were cancelled ► Others wondered how Hwy 400 could accommodate the future volumes if congestion already occurs today ► Glad to hear County is widening Yonge Street (County Road 4) ► When is MTO going to build Hwy 26 bypass around Collingwood and Stayner? ► Curiosity about the use of haul routes for aggregate companies in the County, frequency and expense and on a different note. How much is used to construct County roads (or roads in general)? ► Is the Wasaga Beach by-pass still being considered from the 2008 TMP (medium-term) from Hillsdale to Hwy 26 south of Stayner? ► Muskoka traffic should be encouraged to use Hwy 12 – CR 169 instead of Hwy 400 ► Concern with increased volume on Hwy 12 – CR 169 with haul routes ► Hwy400 needs more lanes ► What happened to Hwy 404 proposal? ► Bottlenecks at Highways 11 & 400
Transportation Demand Management	► Work with larger employers to facilitate carpooling ► Data from employers may help target locations for future carpool lot locations
Additional Comments Received	► Ferry Service between Alcona and Beaverton ► Bridge across Kempenfelt Bay may be more efficient and cost effective than widening Hwy 400 through Barrie or building a new Hwy bypass around Barrie ► Paved shoulders would help agricultural machinery use less lane width as they travel roadways. Result would be less frustrated drivers and safer farmers ► Ann Budge's (frequent flyer for AT-related meetings) maple syrup cookbook may be receiving funding for printing costs.

At the end of the Public Information Centre locations, the study team used a display board to gather input from the public on standard commute times and modes of transportation. **Figure 4.2.3 - 1** illustrates the findings from this display:

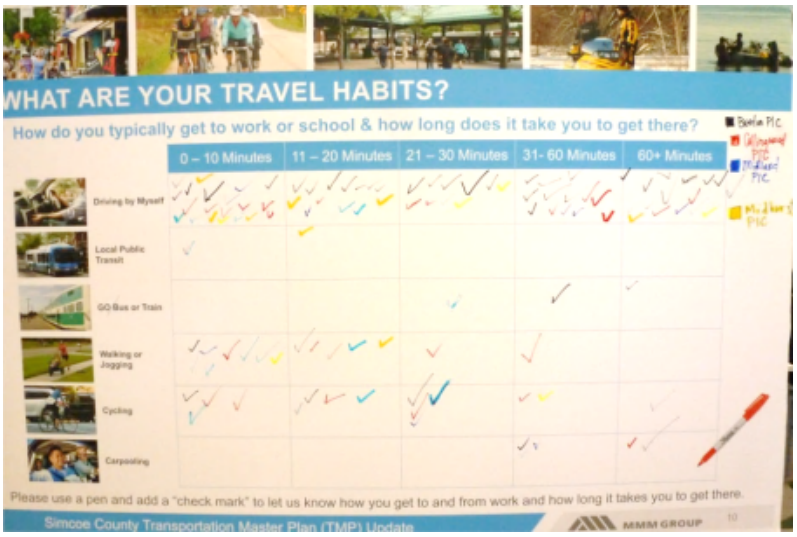


Figure 4.2.3 - 1: Display Board

Based on this input some conclusions can be drawn. It is clear that people are still predominantly relying on single occupant vehicles for daily trips to work, school or for general errands. It is also clear that trips can range from short (0 – 10 minutes) to long (60+ minutes). However, the greatest number of responses came from those travelling shorter distances to reach their destination. This illustrates a significant potential for the development and implementation of alternative modes of transportation, since people are typically more likely to engage in more active forms of transportation for trips under 5km or under 20 to 30 minutes.

A different colour was used for each of the four public events. The following colour scheme was used:

- Beeton Honey & Garden Festival
- Collingwood Public Library
- Midland Public Library
- Wheels & Tracks in Motion

Table 4.2.3 - 5: Summary of Travel Habit Responses from Public Information Centres

	0 – 10 Minutes	11 – 20 Minutes	21 – 30 Minutes	31 – 60 Minutes	60 + Minutes
Driving by Myself	6, 4, 6, 5	7, 1, 3, 2	5, 1, 2, 2	7, 2, 4	10, 1, 3, 2
Total	21	13	10	13	16
Local Public Transit	1	1			
Total	1	0	0	0	0
GO Bus			1	1	1
Total	0	0	1	1	1
Walking or Jogging	5, 1, 1, 1	1, 1, 2, 1	1	1	
Total	8	5	1	1	0
Cycling	1, 1, 2	1, 1, 2	1, 1, 2	1, 1, 1	1
Total	4	4	4	2	1
Carpooling				2, 1	1
Total	0	0	0	3	1

4.2.4 Internal County Input

Table 4.2.4 - 1: Comments Matrix - Internal County Input

Group Consulted	Comments Received:
Forestry	**Active Transportation:** ► Trails linkage potential a consideration in land acquisition ► Currently developing and standardizing an MOU for designated trail use (expected August 2013) ► The multi-use of trails to be emphasized and also important to remember that these areas are "working forests" ► County does not maintain trails and is concerned about hazardous tree liability ► Defined existing trails maintained through use-agreements (such as Snowmobilers Association, Ganaraska Trails) **Co-ordinated Transit:** N/A **Road Improvements:** N/A **Transportation Demand Management:** N/A **Other Comments:** ► County owns approximately 13,000 hectares of woodland ► Opportunity to use the edge of forest lands for alternate transportation along County or Municipal roads
Local Planners' Meeting (June 14, 2013)	**Active Transportation:** ► Improving signage within trails through inter-municipal routes o Raising awareness of network distances o Possibly creating a County wide signage program for locals and tourists ► Partner with Municipalities to incorporate County/Municipal roads with similar improvement projects

Group Consulted	Comments Received:
	Co-ordinated Transit: N/A
	Road Improvements: ► Roundabouts o Commercial industries do not accommodate them as entrances because they feel it will not give customers access to the site o Must be designed properly to fit the necessary usage o Be area specific (Farm vs. City) o Current areas that are implementing them are Old Fort Road and Ramara at 169 and Hwy 12
	Transportation Demand Management: N/A
	Other Comments: ► The MTO has not made many local wildlife protection movements o It has been noted that the MTO seems like they are trying to get away with building the minimum required ► When addressing issues, it would be more efficient to address the municipality directly for proper and more important information o Maybe organize by macro analysis areas ► Alternatives to lot setbacks could possibly be arranged for the TMP if required in the future
County's Waste Management Division (June 17, 2013)	**Active Transportation:** N/A
	Co-ordinated Transit: N/A
	Road Improvements: ► Getting around Base Borden is difficult, for example when hauling waste from southeast Simcoe to the Collingwood landfill ► Getting around Alliston has improved only to be funneled into the constraints of Cookstown ► Going through Wasaga Beach takes at least 30 minutes, encourage by-pass ► Roundabouts difficult to navigate for large trucks, encourage improved design

Group Consulted	Comments Received:
	such as being able to see across, clear sight lines because trucks need the width of lanes to maneuver turn o Roundabouts encouraged with improved design because they keep traffic flowing and reduce fuel consumption and costs of garbage collection ► Double trailers use Flos Road 11 to County Road 6 from North Simcoe Transfer Station to the Collingwood Landfill because trucks cannot get through the CR27 and CR 92 intersection in Elmvale ► Vacant lot on the corner of CR27 and CR 92 could be used for intersection improvements ► County Road 27 north of Midhurst needs passing lanes ► Intersection improvements encouraged for CR 27 and Hwy 26 in Midhurst ► Consider heavy trucks in road design ► Paved shoulders on busy roads for collection vehicles to use
	Transportation Demand Management: N/A
	Other Comments: N/A
County Road Foremen	**Active Transportation:** ► County does not plow or maintain sidewalks along County Roads (Municipal Act allows this to be delegated to lower tier municipalities); complaints are received when local municipalities do not maintain sidewalks, particularly near schools (such as in Moonstone) o Maintenance an issue because County does not have the equipment or dedicated time ► Bike paths and trails preferred in County Road ROW - off road ► Encourage local municipalities to connect existing off-road trails through existing County trails funding ► A lot of cyclists on CR 20 (Ridge Road in Oro-Medonte) ► Encourage the use of New Tecumseth Town line Road as designated bike route between Alliston – Tottenham and not CR 10. County should contribute to the capital cost of construction and signage for alternate bike routes not on a County Road
	Co-ordinated Transit: N/A

Group Consulted	Comments Received:
	Road Improvements: ► Recommended intersection improvements at: o CRs 92 and 27 (Elmvale); “north west corner tight” o CR 27 and Robert Street (Thornton) ► Recommended wider shoulders for the following County Roads: 6, 17,56, 58 o CR 17 requires wider shoulders or additional parking areas and lots for winter cottage use since cottages cannot get into private roads and park on the side of CR, difficult to plow o County maintains Parks Canada lot for winter use, but this lot is not adequate, overflow onto CR17 o Wider shoulders also recommended because in the winter it is difficult for drivers to know where the snow ends/ditch begins. Shoulder width varies from road to road = create a standard ► CR 93 “Class 1” road 2011 AADT=17,900; o Consider reducing speed limit to make it safer for cyclists o Separated bike lane – cyclists off road o Consider transferring to lower tiers ► Where local municipalities maintain sections of County Road (through urban area such as Elmvale) public confusion about responsibility of maintenance, suggested additional road identification signage ► Generally all County Road speed limits are exceeded, consider 90 km/h speed limit ► CR 10 south of Hwy 26 needs improvements – it is narrow and bumpy and vehicles travel ~ 100 km/h. ► Question the function of the following County Roads: 9 (Creemore to Maple Valley) and 16 (Fesserton Area) ► Consider the turning radius of snow plows in the design of roundabouts (County to identify minimum standard) ► Review Entrance by-law to restrict access, no new entrances “of any kind”. Permit only 1 per existing lot of record. **Transportation Demand Management:** N/A

Group Consulted	Comments Received:
	Other Comments: ► Promote community mailboxes; remove individual mailboxes along County Roads o Difficult for plows o Difficult for mail delivery drop off – use shoulder ► Continue to promote live fences with agricultural community. County has current agreements to pay farmers to leave corn rows in the field for winter months. Live fences work best 60 – 100 metres from the road; encourage live fences in County ROW that are wide enough to be effective. ► Blowing snow issue on the following County Roads: 92, 10 (north of Hwy 89), 15, 42, 27 (Ivy Sideroad South to Thornton)

4.2.5 Stakeholder Input

Table 4.2.5 - 1: Comments Matrix - Stakeholder Input

Group Consulted	Comments Received:
Paramedics	**Active Transportation:** N/A
	Co-ordinated Transit: N/A
	Road Improvements: ► Primarily use Provincial highway network "because it is faster" and then o County Roads 1, 10, 22, 23, 27, 29, 88, 90, 92 o Local Road also often used - 5th Line from Bradford to Tottenham o Paramedic Transport Units may travel between paramedic stations 10 to 15 times per day o Call response times reliant on ability to navigate traffic congestion, construction and road conditions
	Transportation Demand Management: N/A
	Other Comments: ► Service the County of Simcoe and the separated cities of Barrie and Orillia ► Travel approximately 3 million kilometres annually across the County and into surrounding Municipalities,
Ontario Works (OW)	**Active Transportation:** N/A
	Co-ordinated Transit: ► OW has collaborated with the start-up of the Wasaga Beach-Collingwood transit link by purchasing 120 passes/month (on-going) and has made a similar commitment with the Barrie-Angus transit link as an alternative to spending "a lot of money on taxis", an approximate savings of $20,000 to $30,000 /month. ► OW estimates a saving of approximately $1 million, and is currently working on a proposal to the Ministry of Community and Social Services to receive a refund of the savings to be put into the start-up costs for new transit-linkage initiatives. ► Transit considered a "sustainable" means of affordable transportation for many of the OW clients when they will no longer be in need of social assistance

Group Consulted	Comments Received:
	Road Improvements: N/A
	Transportation Demand Management: ► OW is also working with the provincial Ontario Disabilities Support Program (ODSP) to access data regarding transportation needs (expected the end of June 2013)
	Other Comments: ► The Local Health Integration Network (LHIN) Transportation Community Collaborative Committee is comprised of a wide range of diverse community stakeholders including County representatives from the Ontario Works (Chair), Long Term Care, Children and Community Services, and Engineering Planning Environment departments. This Committee aims to address the following: ► Understand the local transportation requirements (initially in North Simcoe Muskoka, however also an identified need in Bradford area) to establish an integrated transportation system aimed to improve timely access to health and community services for three distinct target groups: o Transportation providers; o Agencies using transportation services; and o Users of transportation services. ► The Transportation Community Collaborative Committee (TCCC) is also currently working on formulating a community transportation "decision-tree" through the 2-1-1 service. Essentially 2-1-1 would triage by establishing a series of factors such as mobility issues, timing, need and the 2-1-1 will make a direct referral to the (deemed appropriate) transportation company such as the Red Cross, Cancer Coalition, VON, etc. to then contact the client in need of transportation. ► The TCCC is also exploring the possibility of web-based data system to co-ordinate transporters and passengers
Simcoe Federation of Agriculture (June 13, 2013)	**Active Transportation:** N/A
	Co-ordinated Transit: N/A
	Road Improvements: ► Width of bridges on local roads impedes local movement of large farm equipment – forced onto larger roads (more traffic)

Group Consulted	Comments Received:
	► Request paved shoulders for slow moving farm equipment - courtesy pull-overs ► Signage cautioning ' △slow moving' vehicles and what the triangle means ► Roundabouts not wide enough for farm equipment ► Wider roads, request 18 feet from centre line to edge for large farm equipment
	Transportation Demand Management: N/A
	Other Comments: ► Agriculture is the largest land use in Simcoe County ► Farmers are generally consolidating land holdings thereby travelling longer distances between parcels with equipment (up to 60 kilometres) ► Trees obscure higher sight lines for farm equipment operators
Sinton Transportation – School Bus Company (June 18, 2013)	**Active Transportation:** N/A
	Co-ordinated Transit: ► Thankful for railroad crossing improvements such as CR 29 (Craighurst) - Right turn onto roads tight, buses sometimes have to go into oncoming traffic, widen turning at intersections (wider shoulders)
	Road Improvements: ► Roundabouts o Need to consider the turning radius of a bus ► Width of shoulders is an issue in the winter when it difficult to tell where the snow ends and the ditch starts o Encourage paved shoulders ► Bumpy roads an issue, encourage effective road construction and maintenance practices to minimize frost heaves
	Transportation Demand Management: N/A
	Other Comments: N/A

4.3 Local Municipal Meetings

A series of four meetings with local municipal staff were held to present existing conditions in the county and to obtain feedback on local concerns that could be addressed as part of the TMP Update.

Local Municipal Meeting #1

(November 15, 2013 – Township of Severn Council Chambers, Severn)

- **Duration:** 10:00 a.m. – 12:00 p.m.
- **Number of Attendees:** 7 including 2 local municipal representatives (Severn)

Table 12.1-1: Comments Matrix Meeting #1

Transportation Theme:	Comments Received:
Active Transportation	► Bike lanes should be considered on Upper Big Chute Road ► Funding is the main issue for active transportation: Adding bike lanes means adding road platform width. Currently, a two lane road has a ditch on either side immediately at the edge of pavement. Ditches and drainage would need to be relocated in order to accommodate a wider platform to add bike lanes. ► There is little or no space to add active transportation facilities on existing bridges. ► What is the County's role in promoting awareness and opportunities of AT within the County?
Upload and Download of Roads	► The upload to the County of Division Road still is being considered.
Local Concerns	► There are operational problems with vehicles parked illegally on streets around schools at drop off and pick up times. ► Some schools do not support walking. ► School boards need to be engaged to promote active transportation and to curtail drop off and pick up via private vehicle.
Road Investments	► Winter visibility improved by tree plantings in strategic locations

Local Municipal Meeting #2

(November 19, 2013 – Town of New Tecumseth Council Chambers, Alliston)

- **Duration:** 10:00 a.m. – 12:00 p.m.
- Number of Attendees: 14

Table 12.1-2: Comments Matrix Meeting #2

Transportation Theme:	Comments Received:
Active Transportation	► Bradford West Gwillimbury would like the TMP to consider more segregated bike lane / AT trail options since cyclists are generally more inclined to use segregated facilities. ► Funding for construction and maintenance is the main issue for active transportation. Two funding programs criteria should be re-considered: "Trans Canada Trail Systems" and "Trails Connecting Communities." ► Many AT trails in Bradford are disconnected if they cross or if portions of them must use a County Road to connect to other segments of the trail. There is a need to establish the connections. ► Public Promotion and Education is a key element to a successful AT network. Outreach to Public Schools and the Tourism industry were two ideas. ► The County should consider street enhancements and cost sharing for multi-use paths within, or adjacent to, County Roads. ► The Town of Bradford West Gwillimbury request TCCP funding to include identified linkages such as trails connection from Henderson Park to Bradford. ► What is the County's role in promoting AT & alternative transportation? The County could consider include cycling maps and/ or Share the Road information.
Upload and Download of Roads	► County Road 3 between Yonge Street and 20th Sideroad – download to the Town of Innisfil.
Highways	► Innisfil has expressed their support for HOV lanes on Highway 400 to improve the transportation network. ► Park and Ride Commuter lots close to Highway 400 should be explored to encourage Carpool opportunities.
Roundabouts	► Innisfil supports the Roundabout Guidelines ► Innisfil noted that property acquisition costs could be considered as part of the Roundabout guidelines. ► Potential Innisfil Roundabouts: 9th Line and Yonge Street, 9th Line and 10th Sideroad. ► Develop a graph that would provide some general direction on when to consider a Roundabout or Signalized intersection.
Marina	► The Marina in Innisfil's Big Bay Point resort development is significant and should be mentioned in the TMP.

Transportation Theme:	Comments Received:
Transportation Demand Management	► Are any commuter lots being considered west of Highway 400?

Local Municipal Meeting #3

(November 21, 2013 – Midland Administrative Office – Council Chambers, Midland)

- **Duration:** 2:00 p.m. – 4:00 p.m.
- Number of Attendees: 9

Table 12.1-3: Comments Matrix Meeting #3

Transportation Theme:	Comments Received:
Active Transportation	► How safe are cyclists on a rural road with bike lanes designed with only a 0.5m buffer? A local example of this is County Road 93. Would a physical barrier such as flex bollards be applicable? A 0.5m buffer is recommended in both OTM Book 18 and the Ontario Bikeway Design Manual and has been found to be a very adequate buffer width on roads with higher travel speeds. Flex bollards are not necessary in the context of County Road 93 since they require a considerable amount of maintenance and can result in a number of operational issues for both cyclists and motor vehicles. ► In Midland, the connectivity of AT facilities is difficult to achieve throughout the Municipality. However, there is value in building the facilities that are approved, whenever possible, since users will always appreciate anything that is made available for cyclists. It is important to "start somewhere" rather than wait until an entire roadway is completed since construction frequently is spread over a number of years. ► There is currently a shift of AT facility development from off-road multi-use trails to on-road cycling facilities. ► Fuller Avenue is a local example of bicycle lane initiatives. ► There are connections needed to join Midland to surrounding municipalities, such as Tiny, using Balm Beach Road and Golf Link Road. ► There was a missed opportunity for bike lanes on Balm Beach Road. ► There is significant interest in the development of AT facilities across the County, and the Town of Midland is currently developing a draft AT network. ► There are safety issues with existing bicycle travel along some sections of County Road 93 that are not suitable for a road diet but are still in need of adequate bike facilities for work-related travel between Midland and Penetanguishene. This includes teenagers biking to the mall for work.

Transportation Theme:	Comments Received:
Upload and Download of Roads	► Under the County's jurisdiction, are sidewalks automatically constructed during the development or redevelopment of a County Road? Sidewalks are starting to be included in the original scope of work for County Road projects and may initially fall under the County's jurisdiction. Typically, the sidewalks are then downloaded to the Municipality for maintenance or any installation of enhancements.
Roads Investment	► There are flooding and drainage issues on Highway 93 and on Hugel Avenue in Midland. ► The section along County Road 93 between Yonge Street and County Road 12 is a good example of where context sensitive design is applicable. ► The County Road 93 / County Road 12 intersection would be an excellent candidate for a roundabout. ► Strengthen Official Plan policies for ROW widening and intersection improvements.
Transportation Demand Management	► The Simcoe County Multi-Modal Strategy is to be finalized by the summer of 2014. This Ministry document and the TMP must align with each other. Issues with inconsistencies are impacting the efficiency of County Roads. For example, the effort being made to reduce freight traffic on County Road 12 by installing more signalized intersections is limiting the efficiency of freight travel to and from Midland.
Additional Comments Received	► How will the TMP develop targets and an implementation strategy for the County and the Local Municipalities? ► 15,000 AADT is a typical threshold for a road diet.

Local Municipal Meeting #4

(November 27, 2013 – Simcoe County / Clearview Joint Emergency Services Hub, Stayner)

- **Duration:** 1:30 p.m. – 3:30 p.m.
- Number of Attendees: 14

Table 12.1-4: Comments Matrix Meeting #4

Transportation Theme:	Comments Received:
Active Transportation	► Are new County Road design standards and guidelines going to consider the need for urban design elements and the different context of an urban street? ► The uncertainty surrounding BCRY (Collingwood-Utopia) has interrupted local municipal trail/AT plans. It has also impacted development design and infrastructure planning. ► Will the TMPU make a recommendation regarding the BCRY? ► If the BCRY will be planned for rail operations in the long term, interim uses

Transportation Theme:	Comments Received:
	should be considered to optimize the function of the corridor in the short and medium term. ▶ The TMPU should consider a Rails-with-Trails concept along BCRY ▶ Clearview is concerned with the future of the BCRY since there is proposed development in Stayner abutting the corridor. ▶ The existing BCRY rail conditions are poor, and the economic feasibility of rail transit in this area was questioned. ▶ The Collingwood and Clearview Township bylaws do not permit bicycles to travel on sidewalks within the Downtown areas. ▶ The Wasaga Beach bylaw does not permit bicycles on sidewalks. ▶ Identification of canoe routes.
Co-ordinated Transit	▶ The public has identified transit as needing better coordination. ▶ Collingwood has recently initiated a 6-month pilot transit link to the Town of Blue Mountains. ▶ It is difficult for the Town of Collingwood to operate and administer three transit systems (Collingwood-Internal; Collingwood-Wasaga Beach; Collingwood-Town of Blue Mountains). This lends itself to a regional system. ▶ County Social Services are saving money by purchasing transit passes for clients instead of paying for taxi fares, but municipal transit systems are not receiving the savings through additional funding support. ▶ It is difficult for local municipalities to continue to bear the financial burden of operational costs of linked systems alone. ▶ The County's start-up program ($50,000 for transit pilot programs or studies) was a great start, but there is a need to look at helping with co-ordination and operational funding. ▶ The County has historically been hesitant to enter into transit operations because it is a local municipal responsibility under the Municipal Act, but if local municipalities send a message that the County needs to take on a greater role, County Council may be willing to explore the issue further.
Roads Investment	▶ The 2008 TMP recommended that the Flos Rd. 4 should be transferred to the County in the Medium Term; Vigo bridge (County-owned bridge on Flos Rd. 4) is slated for replacement, but Springwater does not have the money to pay for upgrading the approaches to the bridge; Flos Road 4 should be uploaded to the County sooner rather than later. ▶ County should consider incorporating the Craig Rd. corridor as part of the planned Forbes Rd. upload. ▶ Roundabouts within Simcoe County seem to be functioning well, but community education & awareness remain an issue. ▶ Roundabouts should be considered for rural County Road intersections. ▶ Concession 12 is important to Wasaga Beach as it has potential to serve as an east/west arterial corridor for Wasaga Beach.

Transportation Theme:	Comments Received:
	► Support for the use of context sensitive design guidelines and roundabouts for traffic calming.
Transportation Demand Management	► No direct comment received.
Airports	► Will the TMPU simply acknowledge the existence of airports or will it make recommendations on investment, funding, marketing, modal connectivity, etc.? ► As part owner, Town of Collingwood would welcome a partner in the ownership and operation of the Collingwood Airport ► The Collingwood Airport has Customs Port of Entry status. ► Why does the County support the Lake Simcoe Regional Airport financially, but not the Collingwood Airport? ► The Lake Simcoe Regional Airport is recognized by the Province as an Economic Employment District.
Additional Comments Received	► Will traffic modeling include full build-out of the Midhurst Settlement Area? ► There was considerable discussion regarding optimum lane widths. ► Future PIC's should try to engage other demographics by holding events at high schools, college campuses, arenas, etc.) ► Would have liked to see maps included in Interim Report #2. ► Municipalities would like to receive PDF copies of the AT Candidate Routes map.