



12.0 STAGED IMPLEMENTATION PLAN

12.1 Introduction

There are numerous projects recommended for construction in this TMP Update. This chapter organizes the road improvements based on short, medium and long term horizon years. Using this information, the County can adequately plan for detailed designs, necessary consultations and construction projects. Implementation of multi-modal policies is discussed in **Section 13.0**.

12.2 Capital Plan

Among the County of Simcoe's goals for this TMP is to establish a sustainable, integrated multi-modal transportation system that reduces reliance upon any single mode, and promotes walking, cycling and transit. In line with this, potential road improvements have been filtered using a Multiple Account Evaluation (MAE) approach based on the following criteria:

- ▶ Goods Movement;
- ▶ Connectivity;
- ▶ Active Transportation;
- ▶ Support for Transit;
- ▶ Environmental Impact; and
- ▶ Cost Effectiveness.

The accounts are described in more detail in **Section 5.3.2**. Points out of 10 were awarded for each criterion, with a maximum of 60 points available overall. The scores assigned to each project are identified in **Tables 5.3.3-1 to 5.3.5-1** and **Figures 5.3.2-1 to 5.3.2-6**.

12.3 Implementation Phasing

The benefits of the Multiple Account Evaluation approach include informing the implementation program by prioritizing improvements with the greatest overall benefits. However, the coordination of projects has also been reviewed such that those which interact with each other are grouped in the same phase. Year

2011 congestion levels across the County's road network were also considered. Proposed projects have been allocated to short, medium and long-term horizons as described below.

12.3.1 Short Term Horizon

Projects with a score of at least 30 points out of 60 in the Multiple Account Evaluation are recommended for inclusion in the first implementation phase. The proposed improvements to County Roads 4 and 21, for which Environmental Assessments have been undertaken, are also included in the short term horizon. The following roads in Oro-Medonte are proposed for assumption by the County and upgrading from local to County road standards:

- ▶ Line 7 from Highway 11 to CR 22;
- ▶ Line 6 from CR 22 to Mt. St. Louis Road;
- ▶ Mt. St. Louis Road from Line 6 to Highway 400; and
- ▶ Line 3 North, extending the existing CR 58 from CR 23 to CR 19.

The following County Roads are proposed to be widened from 2 to 4 lanes:

- ▶ CR 4 in BWG from 8th Line to CR 89;
- ▶ CR 21 in Innisfil from CR 27 to CR 39;
- ▶ CR 44 in Ramara from Highway 12 to Casino Rama;
- ▶ CR 53 in Innisfil from CR 21 to the Barrie City Limit;
- ▶ CR 10 in New Tecumseth from CR 14 to Highway 89;
- ▶ CR 10 in Clearview from CR 9 to Highway 26; and
- ▶ CR 27 in Innisfil from CR 21 to CR 90.

In the latter case, the CR 27 intersections with CR 90 and the private access south of CR 21 should be upgraded to mitigate the delay on the northbound left-turn and eastbound through movements respectively, as identified in **Section 2.6.2**.

Although they fell short of the 30-point MAE threshold, three additional sections of County Road are recommended for widening from 2 to 4 lanes in the short-term:

- ▶ CR 10 in Clearview from CR 90 to CR 9. In the 2011 modelling scenario, this section was identified as being congested, with a volume/capacity ratio over 0.9. Also, additional traffic will be attracted by the short-term widening of CR 10 north of CR 9.
- ▶ CR 43 in Springwater from CR 28 to Highway 26. The section to the east of CR 53 has a volume/capacity ratio over 0.9 in the 2011 scenario. The widening of CR 43 between CR 53 and CR 28 should be co-ordinated with this to manage the resulting additional traffic selecting this route. These works will improve access to Highway 26, which has spare capacity in that area, and are expected to provide short-term relief to CR 53.

It is also recommended that the 3km stretch of Line 7 between CR 19 and Highway 400 in Oro-Medonte be assumed and upgraded from local to County Road standards in the short term. This will complement the aforementioned CR 58 extension, providing residents of Midland and the surrounding area with an alternative connection to southbound Highway 400.

12.3.2 Medium Term Horizon

The following County Road upgrades have been identified for implementation by 2031:

- ▶ Flos Road 4 in Springwater from Highway 93 to the Springwater / Clearview boundary; and
- ▶ Concession 12 Sunnidale Road in Clearview from the boundary with Springwater to CR 7.

These roads are to be widened from 2 to 4 lanes within the same time period:

- ▶ CR 4 in Innisfil from CR 89 to the Barrie City Limit;
- ▶ CR 10 in Clearview from Highway 26 to Concession 12 Sunnidale Road. This widening should be co-ordinated with the upgrade of the latter concession road;
- ▶ CR 93 in Midland from CR 25 to Highway 12; and
- ▶ CR 53 / Wilson Drive in Springwater from the Barrie City Limit to Highway 26.

Some further works that are recommended for implementation by 2031 are linked to provincial highway improvements. Improvements to 5th Line New Tecumseth / Line 5 BWG should be co-ordinated with the construction of the proposed Highway 400 interchange. Although the closure of the existing Highway 400 interchange at Canal Road is expected to relieve the congestion shown in the 2011 model for CR 8, the interchange relocation should be managed with the overall performance of the network in mind. The widening of CR 93 from CR 11 to the Barrie City Limit should also be co-ordinated with MTO's widening of Highway 11.

A "Best Efforts Agreement" maintaining the potential to transfer a road between the County and a local municipality is in place for the following roads:

- ▶ Industrial Parkway between Church Street and Highway 89 in the Town of New Tecumseth;
- ▶ Line 5 between Highway 400 and County Road 27 in the Town of Bradford West Gwillimbury; and
- ▶ 5th Line between County Road 27 and County Road 10 in the Town of New Tecumseth.

As highlighted in **Section 2.6.2**, improvements should also be implemented at the MacKenzie Pioneer Road / 15th Line and Honda Plant intersections on the part of Industrial Parkway that has already been widened.

12.3.3 Long Term Horizon

As identified in **Section 5.3.3**, there are projects that, based on current plans for Goods Movement, Active Transportation and other accounts, did not score highly in the Multiple Account Evaluation. They have therefore been allocated to the 2031 to 2041 implementation window subject to further review in subsequent Transportation Master Plan updates.

These County Road upgrades are long-term considerations:

- ▶ 27/28 Sideroad in Clearview from Highway 26 to CR 124;
- ▶ Division Road Severn from Highway 12 to Highway 11; and
- ▶ 4th Line in Innisfil from 5 Sideroad to CR 39.

The projects that involve a widening of the following roads from 2 to 4 lanes are also in this group:

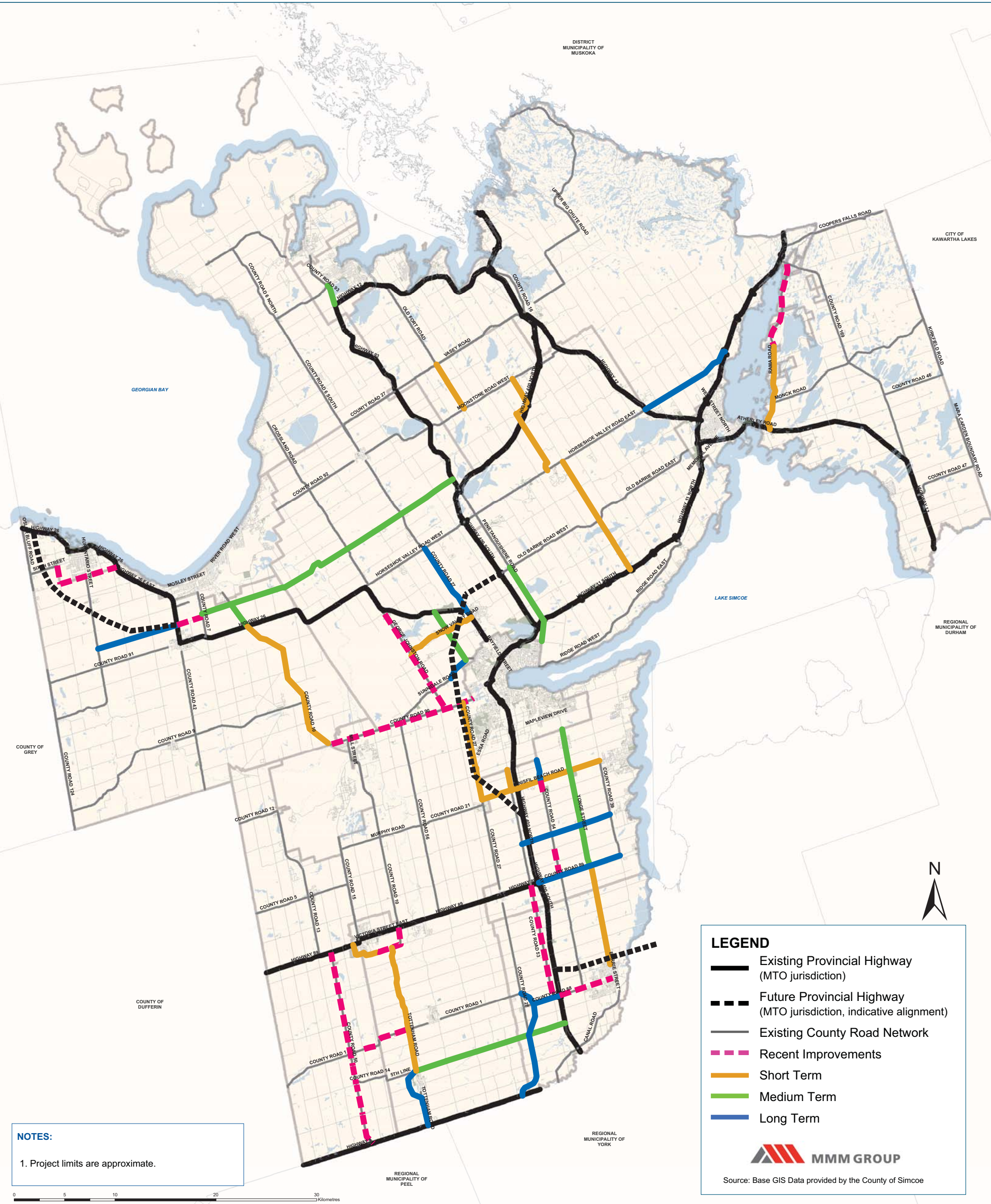
- ▶ CR 10 in New Tecumseth from Highway 9 to the Tottenham boundary;
- ▶ CR 88 in Bradford West Gwillimbury from Highway 400 to the Bond Head By-Pass;
- ▶ CR 40 in Springwater from Dobson Road to the Barrie City Limit;
- ▶ CR 27 in Bradford West Gwillimbury from Highway 9 to 6th Line;
- ▶ CR 27 in Springwater from Highway 26 to CR 22;
- ▶ CR 54 in Innisfil from CR 21 to the Barrie City Limit;
- ▶ CR 89 and CR 3 in Innisfil from 5 Sideroad to CR 39; and
- ▶ CR 10 in New Tecumseth from Highway 9 to the Tottenham boundary.

The two potential by-passes around Bond Head (on CR 27 from 6th Line to CR 1) and Tottenham (from 3rd Line to north of 5th Line) are also long-term projects.

Making specific recommendations beyond the 2041 horizon is of limited value given the difficulty of accurately projecting population and employment data that far into the future. Also, the influence of new technology on transportation modes and choices is an unknown quantity. However, by diversifying the transportation network through the development of infrastructure related to active transportation and transit, the County will have the flexibility to take advantage of new mobility opportunities as they arise. This may involve the introduction of additional modes such as marine transportation.








The phasing of the draft future road network is shown in **Figure 12.3.3-1**.


**FUTURE ROAD NETWORK
COUNTY OF SIMCOE TRANSPORTATION MASTER PLAN UPDATE**



NOTES:
1. Project limits are approximate.

LEGEND

-  Existing Provincial Highway (MTO jurisdiction)
-  Future Provincial Highway (MTO jurisdiction, indicative alignment)
-  Existing County Road Network
-  Recent Improvements
-  Short Term
-  Medium Term
-  Long Term

 **MMM GROUP**

Source: Base GIS Data provided by the County of Simcoe





13.0 SUPPORTING POLICIES AND ACTIONS

13.1 Introduction

The numerous multi-modal policies and action items identified, justified and reviewed in the previous chapters of this TMP Update have been grouped in this chapter for progress implementation. All policies and action items should be implemented before the next update of this TMP, which is expected to be in approximately five years. Accordingly, the policies and action items have been grouped as:

- ▶ First Year;
- ▶ Second or Third Year; and
- ▶ Fourth or Fifth Year.

13.2 Complete Streets Policy

An overarching policy for this TMP Update is to incorporate the concept of “complete streets” in Simcoe County. Complete streets are 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 for the County to help ensure that County roads can accommodate all transportation users and all modes of travel.

Purpose

- ▶ The purpose of this policy is for the County of Simcoe to embrace the concept of complete streets by requiring that the planning, design, construction and maintenance of County transportation infrastructure consider all modes of transportation and all transportation users.

Goals

- ▶ Ensure that the needs of all transportation users are balanced throughout the transportation network to the greatest extent possible;
- ▶ Create a balanced, comprehensive, integrated, fully connected, functional and visually attractive transportation network; and
- ▶ Support the use of the appropriate complete streets best practices within the context of the County.

Policy Directions

- ▶ The County of Simcoe will seek to enhance the safety, access, convenience and comfort of all transportation system users of all ages and abilities, including pedestrians (as well as those requiring mobility aids), cyclists, transit users, motorists and freight drivers. This will be accomplished through the planning, design, construction, operation and maintenance of a County transportation network that accommodates each mode of travel. These measures must be consistent with and supportive of the local community, recognizing that streets differ in terms of functions, and that the needs of various users will need to be balanced in a flexible manner.
- ▶ County transportation infrastructure such as roadways, cycling facilities, sidewalks, traffic control signals, signs, street furniture, transit stops, multi-use trails and all connecting facilities must be planned, designed, constructed, operated and maintained with all transportation users in mind.
- ▶ County road projects must consider bicycle, pedestrian and transit facilities from the very start of the planning and design process. This will apply to all roadway projects, including those involving new construction, reconstruction, re-surfacing or rehabilitation of transportation infrastructure.
- ▶ Where accommodations for all users cannot be made, reasonable efforts must be made to identify adjacent alternative routes or methods of travel to provide a safe, reliable, integrated and connected transportation network.
- ▶ The implementation of this Policy must reflect the context and character of the surrounding built and natural environments. It should enhance the appearance of these environments, and make all reasonable efforts to either avoid or minimize the impacts on natural features and corridors.
- ▶ The design and development of transportation infrastructure must be in accordance with all County ordinances, codes, plans, policies and guidelines, as appropriate.

13.3 Multi-modal Policies and Actions for Implementation within One Year

The most prevalent comment heard during the public and stakeholder consultation events that took place throughout the development of the TMP Update was the desire for more active transportation facilities. Accordingly, the preparation of an Active Transportation Master Plan (ATMP) is recommended as an immediate action. The need for transit, both local and inter-regional, plus economic development were also common inputs. Policies and actions recommended for implementation within the first year after the adoption of this TMP Update are highlighted in **Table 13.3-1**.

Table 13.3-1: Multi-modal Policies and Actions for Implementation within One Year

Policy or Action	Rationale
Road Network	
<ul style="list-style-type: none"> ▶ Develop and Adopt a ‘County Complete Streets Policy and Context-sensitive Design Guidelines and Standards’ 	
Expand the County road classification system into six categories	The County is no longer solely a rural road builder. The revised and expanded classification system allows the County to use context sensitive design for both urban and rural conditions
Incorporate context-sensitive design into County roads	Implement new cross sections that embody the concept of complete streets, so that County roads accommodate all modes of transportation and all types of transportation system users
<ul style="list-style-type: none"> ▶ Use the Roundabout Toolkit 	
Begin with the initial feasibility screening and progressing to planning and implementation, to determine appropriate locations for roundabouts when the County is considering new or enhanced traffic control measures at intersections on County roads	Applied in the appropriate locations, roundabouts can improve traffic flow, reduce vehicle delay, reduce the likelihood of serious collisions and reduce auto emissions
Transit	
<ul style="list-style-type: none"> ▶ Develop and Adopt a ‘County Transit Plan’ 	
<p>Explore various funding and partnership opportunities</p> <p>Identify range of delivery options and operation models</p> <p>Monitor and act on emerging inter-community links as they evolve (for example Midland-Penetanguishene, Barrie-Midhurst, Orillia and area)</p>	<p>Co-operate with local municipalities, consider undertaking transit investigations and studies at the County level</p> <p>Pursue long-term evolution as a system of sub-regional Transit Co-operative(s) with funding partners</p>
<ul style="list-style-type: none"> ▶ Re-evaluate the existing Transit Funding Meet the recommendation for formalizing the transit Program to possibly expand criteria and eligibility for co-operative funding 	Funding program using the established County transit budget
Ensure sufficient funds are allocated to the 2015 County budget; unused funds should be directed to a Transit Reserve Fund on an annual basis for future initiatives	



Policy or Action	Rationale
Review existing statistics to support the expansion of the program; contact local municipal transit service providers	Address the recommendation that the County of Simcoe should consider expanding transit fare subsidies for qualifying recipients in other transit service areas
Initiate discussions to detail the County's proportionate costs for transit provision (including fare subsidies) Incorporate the required funds into the County's 2015 budget planning process	Take on the role of a formal partner in the operation and funding of existing inter-community transit route operations (for example Town of Blue Mountains - Collingwood - Wasaga; Barrie - Angus/CFB Borden)
▶ Develop and Adopt a 'BCRY Viability & Management Plan'	
Finalize the purchase of the Barrie-Collingwood Railway (BCRY)	
Establish a long-term Management Plan for the BCRY, including different uses in the short, medium and long-term Officially de-activate unused portions of the line as an interim measure to preclude the need for transit vehicles to stop at every level crossing. The line can be "re-activated" in the future if rail service is restored	
▶ Create and facilitate the Simcoe Transit Working Group	
Create a list of stakeholders; assign County staff as primary contact/facilitator	(For example municipal operators, private operators, Simcoe County Student Transportation Consortium, not-for-profit groups) to continue to engage stakeholders in co-ordination efforts
Finalize list of communities Ensure County and Provincial commuter/carpool lots have considered transit operations and facilities in their design	Work with local municipalities to preserve and plan for inter-community transit hubs in Primary Settlement Areas and local municipal growth nodes
Coordinate semi-annual meetings with Metrolinx & GO Transit staff to ensure planning and operational needs are integrated	Continue to advocate for increased Metrolinx investment in Simcoe County



Policy or Action	Rationale
Advocate for additional GO bus or train services to Orillia and the Primary Settlement Areas as population and employment continues to grow	
Co-ordinate discussion and opportunities with the Simcoe Transit Working Group to identify appropriate partners and funding required	Forge an ongoing working dialogue with the City of Barrie and the City of Orillia regarding transit operations and potential that could benefit Simcoe County residents
Active Transportation	
<ul style="list-style-type: none"> ▶ Prepare an Active Transportation Master Plan (ATMP) 	<p>Requested by the general public and various other stakeholders, an ATMP would lead to the identification of specific facility types and a co-ordinated, integrated network across the County.</p> <p>Active transportation could be used for commuter trips and also could serve an important role in the tourism industry, which would support economic development.</p>
Use the design guidelines and standards included as part of the TMP Update report to guide the design and development of on and off-road active transportation facilities. The County should also incorporate other design guidelines and considerations where necessary, such as the elimination of free-flow right-turn channels at both signalized and unsignalized intersections	<p>Develop active transportation infrastructure</p> <p>Free-flow right-turn channels are hazardous and confusing for pedestrians and cyclists. They can also be challenging for motorists, especially during the winter months when large windrows of snow inhibit visibility (eastbound at County Roads 9 and 10)</p>
Use the Ontario Traffic Manual (OTM) Book 18 as well as other key references for the selection and design of appropriate on-road cycling facilities as the County develops an active transportation network	
<p>Use the mapping of existing on and off-road active transportation facilities prepared for this TMP to update the County database of route information, which should then be incorporated into local municipal mapping and tourism information, as necessary</p> <p>Develop an ATMP Terms of Reference and follow up with the completion of an active</p>	Coordinate and collaborate active transportation systems



Policy or Action	Rationale
<p>transportation plan in partnership with the local municipalities as a blueprint for the development of future active transportation facilities County-wide</p> <p>Assemble a group of local municipal representatives, stakeholders, interest groups and affected agencies to develop an active transportation steering committee or technical advisory committee to help develop the ATMP, while building on the County’s previous initiatives such as the Trails Strategy</p> <p>Facilitate the development of an ATMP. The County and its partners should explore additional funding sources and opportunities including those included in the TMP Update report</p>	
<p>Use the database of routes contained in the County’s TMP Update as the basis for developing the County-wide ATMP and Implementation Strategy</p>	<p>Develop active transportation policy</p>
<p>Build on existing staff efforts from the County and its partners, existing active transportation facilities and existing programming to further promote active forms of transportation. This could also include additional partnerships with the Simcoe Muskoka District Health Unit and the Active and Healthy Communities Initiative</p> <p>Continue to promote active transportation related tourism initiatives such as long-distance cycling tours, high endurance cycling competitions such as the Centurion, plus the Welcome Cyclists’ Program at the County and local level to promote active transportation modes as a more viable form of Tourism County-wide</p>	<p>Promote active transportation outreach</p>

Policy or Action	Rationale
Other Multi-Modal Options	
▶ Establish an Airports Working Group	Capitalize on the Customs Port of Entry Status at the Lake Simcoe and Collingwood Regional Airports to promote economic development
Transportation Demand Management	
▶ Prepare a County Transportation Demand Management (TDM) Plan	Alter travel behavior by providing and encouraging alternatives to single occupant vehicle (SOV) trips such as cycling or transit use, or by varying conventional norms through efforts such as teleworking or flextime
Establish a TDM Working Group	Oversee the development of the TDM Plan

13.4 Multi-modal Policies and Actions for Implementation within Two to Three Years

Policies and actions recommended for implementation in the two to three year time horizon are listed in **Table 13.4-1**.

Table 13.4-1: Multi-modal Policies and Actions for Implementation in Two to Three Years

Policy or Action	Rationale
Road Network	
▶ Develop street tree planting design guidelines and specifications	Address urban design and community requirements
Ensure the longevity of plants, and provide the right vegetation in harsher roadside climates involving limited soil volumes and salt exposure;	
Prepare an engagement policy to ensure plans are developed with the community to cater to the local context;	
Review current County by-laws stipulating setback requirements from County roads to allow greater flexibility for urban development beyond exceptional requests.	Discourage new reverse frontage developments which have the back of properties adjacent to a street. Reverse frontage produces an unattractive corridor of fences on both sides of a street with a perceived loss in the sense of security;
Recognize that a context-sensitive design approach may cost more due to an additional	Encourage mixed land use and urban design to encourage pedestrian activity throughout the day



Policy or Action	Rationale
emphasis on landscaping and with urban design requiring a reassessment of the future roadway capital project plans;	and to reduce the reliance on private automobiles; Options may include identifying designated rural main street setback distances or promoting the application of local front yard distances, where appropriate; and Identify urban boulevard treatment objectives to help in the development of a prominent public realm in urban corridors
<p>► Develop and Adopt a 'County Mobility Plan'</p>	
Encourage alternative modes of travel	Incorporate the following elements: 1) Connecting communities with a priority on active transportation and transit; 2) Integrating alternative transportation networks; 3) Collaborating with local municipalities on the development of systems of pedestrian and cycling facilities which connect to a transit network within a community, including schools and community centres; 4) Supporting local municipalities in developing AT system maps that identify existing and planned facilities (as noted in the proposed County Official Plan); 5) Providing clear signage or marked cycling facilities where cyclists may be accommodated within existing cross-sections to enhance a presence and sense of permanence; 6) Liaising with local municipalities regarding future transit corridors to be integrated with the County Official Plan; and 7) Collaborating with local municipalities to ensure the provision of sidewalk facilities in urban corridors
Transit	
Preserve and consider existing rail facilities as multi-modal opportunities for people and goods movement, as well as possibilities to combine active transportation facilities along these	Protect for economic development while enabling multi-modal travel



Policy or Action	Rationale
corridors.	
<p>Co-fund a transit planning study to establish target thresholds, including population and employment, densities and other criteria, to indicate when Simcoe County communities should consider or expand transit as a community service. Answer the question, “When is it time to study transit feasibility at the community level?”</p> <p>Develop model transit-supportive policies that can be incorporated into local municipal Official Plans (used on a discretionary basis)</p>	<p>Co-operate with local municipalities, consider undertaking transit investigations and studies at the community level, starting with the Primary Settlement Areas</p>
<p>Establish a formal program with a consistent eligibility criteria and reporting structure</p>	<p>Formalize the transit funding program using established County transit budget funds</p>
<p>Review and monitor the success of the program and address issues if required; consider expanding subsidy programs to include additional residents</p>	<p>Consider expanding the transit fare subsidy for qualifying recipients in other transit service areas</p>
<p>Formalize funding partnership with approval from County and local councils</p> <p>Establish municipal working groups to investigate the actions required to create a Transit Co-operative with Collingwood, Wasaga, Clearview, Town of Blue Mountains and Grey County</p>	<p>Take on the role of a formal partner in the operation and funding of existing inter-community transit route operations (for example Town of Blue Mountains - Collingwood-Wasaga; Barrie-Angus/CFB Borden)</p>
<p>► Finalize BCRY Viability & Management Plan</p>	
<p>Ensure corridor uses are considered in relevant planning documents (local Official Plans & County Official Plan)</p> <p>Outline the corridor’s uses and the treatment of adjacent developments</p>	<p>Establish a long-term Management Plan for the BCRY, including different uses in the short, medium and long-term.</p>
<p>► Create and facilitate the Simcoe Transit Working Group</p>	



Policy or Action	Rationale
<p>(For example municipal operators, private operators, Simcoe County Student Transportation Consortium, not-for-profit groups) to continue to engage stakeholders in co-ordination efforts</p> <p>Refine the database of maps of existing routes and carriers</p> <p>Identify potential routes that connect Primary Settlement Areas and other communities not serviced by transit</p> <p>Initiate discussions with private coach operators; obtain cost estimates to partially subsidize specific primary routes; retool existing routes to maximize benefits to residents along the route</p> <p>Investigate the investments required to establish new routes through public/private partnerships</p> <p>Investigate funding options</p> <p>Incorporate cost estimates into the County of Simcoe’s 2016 budget considerations</p>	<p>Conduct quarterly meetings of the Simcoe Transit Working Group</p> <p>Investigate opportunities to subsidize community level transit trips (public operator) and intercommunity transit trips (private operator) for higher-needs sectors of the population (Ontario Works, ODSP recipients, seniors and students)</p>
<p>Engage Metrolinx in the development of a BCRY Viability & Management Plan</p> <p>Co-ordinate with the City of Barrie for additional GO Rail services or stations along the BCRY in the central or west area of Barrie</p> <p>Prepare a staff report in support of the request to Metrolinx to include the County of Simcoe in any future investments outlined in updates of the “Big Move”</p>	<p>Continue to advocate for increased Metrolinx investment in Simcoe County</p>

Policy or Action	Rationale
Active Transportation	
<p>Consider abandoned railways as primary opportunities for the development of off-road active transportation infrastructure. The links should be acquired for use by the County and its local municipalities for future development opportunities</p> <p>Consider the use of hydro and other utility corridors as well as waterways as potential off-road active transportation connections, in partnership with local municipalities</p>	<p>Develop active transportation infrastructure</p> <p>Develop an active transportation policy</p>
<p>Consider additional active transportation routes and linkages, including water and cross-country skiing routes, as a part of the County-wide ATMP</p>	<p>Develop an active transportation policy</p>
Transportation Demand Management	
<p>► Establish a Simcoe chapter of Smart Commute</p>	<p>Ensure consistency with the County's TDM strategy goals and objectives, as well as to minimize the likelihood of missed opportunities</p>

13.5 Multi-modal Policies and Actions for Implementation within Four to Five Years

Many of the policies and actions recommended for implementation in four to five years, shown in **Table 13.5-1**, complement or support actions previously recommended for implementation.

Table 13.5-1: Multi-modal Policies and Actions for Implementation in Four to Five Years

Policy or Action	Rationale
Transit	
<p>Purchase the BCRY. Preserve and consider opportunities to use the corridor for active transportation, as well as passenger and goods movement</p>	
<p>Co-fund Transit Feasibility Studies and Implementation Plans for the Alliston and</p>	<p>Co-operate with local municipalities and consider undertaking transit investigations and studies at the</p>



Policy or Action	Rationale
Alcona/Innisfil areas	community level, starting with the Primary Settlement Areas
Monitor the success of the program and revise the criteria and objectives to ensure the program success is optimized	Formalize the transit funding program by using the established County transit budget
Report the action plan developed by the Transit Co-operative Working Group to respective councils; minimum service levels defined; cost sharing outlined; monitor performance metrics	Take on the role of a formal partner in the operation and funding of existing inter-community transit route operations (for example Town of Blue Mountains - Collingwood-Wasaga; Barrie-Angus/CFB Borden)
Review success of County involvement in transit service and cross-jurisdictional issues; recalibrate approach based on lessons learned Consider the creation of additional Transit Cooperatives, centred on Primary Settlement Areas	Pursue the long-term development of a system of sub-regional Transit Co-operatives with funding partners
Engage the group in Transit Feasibility and Implementation Plans for the Alliston and Alcona/Innisfil Areas Assist with the review of the Georgian Triangle Transit Co-operative pilot program	Create and facilitate the Simcoe Transit Working Group (for example municipal operators, private operators, Simcoe County Student Transportation Consortium, not-for-profit groups) to continue to engage stakeholders in co-ordination efforts
Implement a basic inter-community transit service operated by private coach	Investigate opportunities to subsidize community level transit trips (public operator) and intercommunity transit trips (private operator) for higher-needs sectors of the population (Ontario Works, ODSP recipients, seniors and students)
Incorporate transit supportive policies and designated inter-community transit hubs into local municipal Official Plans	Work with local municipalities to preserve and plan for inter-community transit hubs in Primary Settlement Areas and local municipal growth nodes
Active Transportation	
Consider additional links to existing active transportation infrastructure, both on and off-road, in partnership with the County's local municipalities plus other influential stakeholders and interest groups Selection Criteria prepared for infrastructure	Develop active transportation Use the Route



Policy or Action	Rationale
the active transportation component of the TMP Update, adapt it as necessary based on internal discussions, use them as a means of refining the route network concept and prioritize routes and linkages	
Review and re-evaluate the Trails Connecting Communities Program, and where possible, expand the criteria and eligibility for cooperative funding to facilitate the development of local active transportation plans as well as future strategic County initiatives	Co-ordinate active transportation collaboration
Identify a local champion, such as the Simcoe Muskoka District Health Unit, to be a steward for active transportation and 'healthy communities' promotion and outreach	Promote active transportation outreach

13.6 Policies and Actions for Longer Term Consideration

Some policies and actions covered in the TMP do not appear to be feasible in the five year horizon period, simply because the modes of travel have not developed to a point that they are a viable solution for commuter trips. These items have been summarized in **Table 13.6-1**.

Table 13.6-1: Policies and Actions for Longer Term Consideration

Policy or Action	Rationale
Transit	
Establish a long term transit vision – a long-term plan based on a network of well-connected sub-regional nodes; express bus services between major communities and destinations; community level transit would remain, but County, local and separate cities need to revise their by-laws to ensure the appropriate authority to operate transit is obtained; and ensure long term corridor protection for possible future transit routes. Further recommendations are	Ensure that the decisions made during the actionable life of this TMP Update do not compromise the County's ability to reach their vision for transit that remains on the horizon

Policy or Action	Rationale
dependent on long-term transportation modeling and transit-specific studies.	
Other Multi-modal Options	
Consider marine facilities as a means to ferry passengers between destinations along Lake Simcoe	Keep open the opportunity to utilize marine transportation as a travel option
Transportation Demand Management	
Prepare a parking management strategy	Investigate the effects that charging for parking would have on parking demand at County facilities. Consider what other measures would need to be in place, such as convenient transit access and active transportation access, before implementing parking pricing

13.7 Recommended County Official Plan Policies

It is proposed that the County update the adopted Official Plan, taking into consideration the recommendations put forward in the Transportation Master Plan Update (2014).

It is also recommended the County update its transportation policies to be consistent with the Provincial Policy Statement, 2014.

The Official Plan transportation policies should incorporate an emphasis on multi-modal transportation options and modal share increase, context-sensitive road design and complete streets.

Recommended official plan objectives and policies are provided in the remainder of this section, objectives should include:

Objectives

- ▶ To plan for a more flexible transportation system to accommodate Transportation Demand Management (TDM) programs, co-operative transit initiatives and supportive land use strategies which facilitate TDM and transit, providing choices amongst walking, cycling, transit, and the automobile for all users.
- ▶ To plan for a multi-modal transportation network that offers alternative ways of moving through the County, settlement areas and neighbourhoods for improvements to health, safety, the economy and the environment.
- ▶ To plan for cycling and walking infrastructure as both a recreational amenity and a transportation system that supports physical activity and tourism opportunities.

Transportation Planning Policies

The County will increase the share of transportation modes and adopt a Mobility Plan that incorporates the following elements:

- ▶ Connecting communities with a priority on active transportation and transit;
- ▶ Integrating alternative transportation networks;
- ▶ Collaborating with local municipalities regarding their internal systems of pedestrian and cycling facilities that connect to a transit system within a community including schools, recreation facilities and community centres;
- ▶ Supporting local municipalities in developing active transportation system maps that identify existing and planned facilities;
- ▶ Providing guidelines for clearly signed or marked cycling facilities where cyclists may be accommodated within existing cross-sections to enhance a presence and sense of permanence;
- ▶ Liaising with local municipalities regarding planned or future transportation nodes and transit corridors (the County will consider amendments to this Plan as required); and
- ▶ Collaborating with local municipalities to ensure the provision of sidewalk facilities.

To minimize the impact of development on the County Road system, local municipalities will:

- ▶ Accommodate County conditions of approval for development applications with respect to the operation of the County Road system;
- ▶ Incorporate site plan designs that promote multi-modal transportation and complete street concepts within settlement areas; and
- ▶ Provide opportunities to connect everyday needs such as employment areas and retail, residential areas and schools with transit, walking and cycling facilities, where feasible.

The County will consider road resurfacing and reconstruction projects as an opportunity for improving infrastructure to accommodate all modes of travel in a context-sensitive manner, where appropriate taking into account the capacity and speed of the road.

Design of Development

Major development proposals must include a Transportation Impact Study so that their impact on the County transportation system and surrounding land uses can be assessed. In addition to determining the impact of private vehicles, the Transportation Impact Study must examine ways of accommodating all other forms of transportation such as transit, walking and cycling, and recommend necessary improvements. The County may request modifications to development proposals if it is found to have an adverse impact on the efficiency of the planned transportation system.

On main streets and in the design of public facilities and streetscapes, subdivisions in settlement areas, commercial malls and any other development generating high levels of pedestrian and vehicular traffic, the introduction of Complete Streets policies and design guidelines as recommended in the County's Transportation Master Plan Update, for transit service and pedestrian and cycling infrastructure to the subdivision or development must be incorporated, where appropriate.

Development proposals and secondary plans within settlement areas must include pedestrian-friendly and transit-supportive urban design elements, including the following:

- ▶ Providing a broad range of housing types in the community at overall transit- supportive densities;
- ▶ Community and/or neighbourhood design around a focal point or civic centre;
- ▶ A mix of uses in order to improve the possibilities for working and living in close proximity;
- ▶ Incorporation of Complete Streets in accordance with the County’s Complete Streets and Context Sensitive Design Guidelines.
 - ▶ A system of walkways and bicycle paths linking the community internally and externally to other areas;
 - ▶ Community design that emphasizes public access and safety;
 - ▶ In areas with existing, planned or potential transit service, or in locations within Transit Service Areas, distances to existing or potential transit stops should be no more than 400 metres (a 5-10 minute walk) for 75% of the residents, and no more than 200 metres for 30% of the residents;
 - ▶ Locating medium and higher density urban development adjacent to urban arterial roads;
 - ▶ Providing for and promoting the provision of parking and drop-off facilities for commuters in appropriate locations and as close as possible to commuter trip origins by developing and implementing carpool and commuter facilities;
 - ▶ Providing continuous collector road systems that permit the linking of several adjacent developments and facilitate direct transit routings;
 - ▶ Creating site plan control and urban design guidelines that give priority to pedestrian access and transit over automobile access and parking in urban areas;
 - ▶ Reducing the prominence of parking areas; and
 - ▶ Discouraging reverse lotting along local and County Roads within settlement areas.

Active Transportation, Corridors, Pathways and Trails

When considering secondary plans and development applications, the County and local municipalities will pursue the connection of trails among local municipalities and beyond County boundaries, and also require the dedication of land in accordance with Section 51 of the Planning Act.

The County and local municipality will ensure, whenever feasible, the provision of facilities to accommodate walking and cycling, and to address the needs, safety and convenience of pedestrians and cyclists when constructing or reconstructing public facilities.

In co-operation with local and adjoining municipalities and trail associations, to develop an Active Master Transportation Plan, the County should:

- ▶ Identify sections of the County Road system for which a multi-use transportation network and connecting trails can be developed,
- ▶ Provide trail signage along each route,
- ▶ Develop trail staging areas along the active transportation network and at key trail links,
- ▶ Provide benches and rest stops at regular intervals throughout the system, and
- ▶ Provide appropriate traffic control devices on trails and off road cycling facilities where they cross existing roadways or other locations.



Transit

The County will, in conjunction with local municipalities and Metrolinx/GO Transit, pursue the completion of a County Transit Plans to address issues such as the following:

- ▶ The feasibility of improved transit links within the Georgian Triangle area (Town of Collingwood, Town of Wasaga Beach and Township of Clearview);
- ▶ The feasibility of improved transit links between the Towns of Midland and Penetanguishene, and the Townships of Tay and Tiny;
- ▶ The feasibility of improved transit links within and between the Town of Bradford West Gwillimbury, the Town of Innisfil, the Town of New Tecumseth and the Township of Essa;
- ▶ The provision of innovative intra-regional transit services;
- ▶ The pursuit of innovative approaches to encourage increased use of public transit; and
- ▶ The role of the County and local municipalities in the implementation of the Transit Services.

Local municipalities that operate transit services shall promote increased transit ridership and reduce the need to make trips by automobile through such means as:

- ▶ The development of a network of sidewalks, pedestrian trails and bicycle facilities that provide access to transit nodes and routes;
- ▶ The use of land, density, site plan and road pattern design which minimize walking distance to transit stops;
- ▶ The integration of transit connections with other transportation modes;
- ▶ The improvement of the comfort and convenience of transit facilities; and
- ▶ The development of innovative fare structures.

The County may require the dedication of lands for public transit rights of way, transit stations and related infrastructure through the plan of subdivision approval process in strategic locations suggested by the TMP Update or in other locations as determined by the County of Simcoe or local municipality.

Definitions

ACTIVE TRANSPORTATION means non-motorized travel, including walking, cycling, in-line skating and movements with mobility devices. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation.

COMPLETE STREETS means a public right-of-way where the transportation facilitates and adjacent land uses are planned, designed and constructed to accommodate users of all ages and abilities including pedestrians, cyclists, transit vehicles, automobiles and freight traffic.



14.0 MONITORING PLAN

A plan is only as good as its implementation. To help manage the implementation of the projects, plans and policies included in the TMP Update, a monitoring plan has been developed.

14.1 Elements of the Monitoring Plan

The elements of the monitoring plan include the:

- ▶ Monitoring Plan Report;
- ▶ Timing; and
- ▶ Staffing.

Each of these elements is described in this chapter.

14.1.1 Monitoring Plan Report

A sample monitoring plan checklist is shown in **Table 14.1.1-1**. The type of information that would be expected to be entered into each column of the spreadsheet is described below:

- ▶ **Project ID:** A unique identification number should be assigned to each project;
- ▶ **Project Name:** The projects listed in the TMP Update would be summarized in this column;
- ▶ **Project Description:** A brief description of each project should be provided;
- ▶ **Implementation Year:** Beginning with the most current and extending to the ultimate horizon, the implementation year as set forth in the implementation plan would be listed in this column;
- ▶ **Budget:** Developed by the County, this budget would be an “all in” amount, accounting for not only construction but also engineering design;
- ▶ **Status:** Projects would be classified as On Schedule, Delayed, Postponed, Terminated or Complete. The County may modify these terms, however a set list of terms is recommended for consistency and a clear understanding;
- ▶ **Department Lead:** County department responsible for the project implementation;
- ▶ **Staff Lead:** Staff person within the County department who is the project manager for the project implementation;
- ▶ **Issue Resolution:** This section is the most important part of the monitoring plan, since it clearly defines the issues that may hinder implementation. It also requires an action plan with a person responsible, and a date for the action to be taken;



- ▶ Issue: Summary of the issue preventing implementation;
- ▶ Resolution: Proposed solution to be adopted;
- ▶ By Whom: Staff assigned to carry out the solution; and
- ▶ Completion Date: Deadline for issue resolution.

Table 14.1.1-1: 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:	This section is the most important part of the monitoring plan, since it clearly defines the issues that may hinder implementation. It also requires an action plan with a person responsible and a date for the action to be taken. A summary of the issues preventing implementation would be provided.	By Whom:	Mr. John Doe
Resolution:	Proposed solution to be adopted.	Completion Date:	January-01-15

14.1.2 Timing

Timing has been recommended for project monitoring and is related to the expected implementation date of the project. The closer the project gets to its implementation deadline, the more often the project should be monitored, as shown in **Table 14.1.2-1**.

Table 14.1.2-1: Frequency of Project Monitoring

Project Implementation Date	Frequency of Monitoring
Within the next two years	Quarterly
Greater than two years but less than five years	Bi-annually
Five years or greater	Annually

14.1.3 Staffing

The County should consider hiring additional staffing resources for the role of TMP implementation coordinator. As coordinator, this person will be accountable for the additional responsibility of implementing the TMP. The person would liaise with the various project managers assigned to implement the projects in order to understand the project status. The report issued would be a completed monitoring plan spreadsheet. This spreadsheet could be submitted to County general managers or Council, as appropriate.



15.0 TRANSPORTATION INPUT TO THE DEVELOPMENT CHARGES BY-LAW

15.1 Introduction

The purpose of this chapter is to prepare the transportation improvements recommended in the TMP Update to help inform updates to the County's Development Charges By-law. The projects identified in Chapter 12.0 have been grouped by implementation horizon year. Pertinent information such as the length of the improvement (kilometres) and the number of lanes to be added are also indicated. This would allow for a comparison with County road construction undertaken in a previous period, and would be the basis for the quantitative analysis portion of the roads component of a Development Charges study.

15.2 Proposed Road Improvements

Lane kilometres of proposed road improvements have been summarized for the short, medium and long-term horizons. These improvements are reported in **Tables 15.2-1 to 15.2-3**, respectively. Indicative costs are based on standard rates for full reconstruction of a highway supplied by the County of Simcoe. They do not consider potentially significant site-specific costs such as major excavation, property acquisition, utility relocation and the construction of engineering structures such as bridges, culverts and tunnels. It should also be noted that the total indicative costs do not include works at intersections, interchanges or any other improvements not identified here.

Table 15.2-1: 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

Table 15.2-2: 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


Table 15.2-3: 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



16.0 PUBLIC INFORMATION CENTRE ROUND 2

16.1 Introduction

Public consultation has been an important component throughout the entire TMP Update study process. Numerous events have been held with the general public as well as local municipal staff and interested stakeholders. This chapter summarizes the input received from the public through the second round of Public Information Centres, which included outreach to local municipal directors and the second and third Stakeholder Meetings and the Local Municipal Directors Meeting.

Draft roads, transit and active transportation plans were presented to a meeting of local public works and planning directors in order to receive feedback prior to formally launch the second round of public consultation and prior to taking the plans for general public comment.

(February 13, 2014 – Surface Water Treatment Plant, Barrie)

- ▶ **Duration:** 9:00 a.m. – 11:00 a.m.
- ▶ **Number of Attendees:** 25

Table 16.2-1: Comments Matrix from Local Municipal Directors Meeting

Transportation Theme:	Comments Received:
Travel Patterns	<ul style="list-style-type: none"> ▶ Indicate that there are trips to and from Grey County on the map of travel patterns. ▶ Indicate that there are trips to and from the Muskoka District on the map of travel patterns.
Future Road Network	<ul style="list-style-type: none"> ▶ By-passes need restrictions to prevent business and customer flight from the downtown to the periphery along the by-pass route. There should be a restriction for no economic development along lands abutting the by-pass route. We need ways to keep communities whole. ▶ Provide recommendations for consideration of low impact

Transportation Theme:	Comments Received:
	development regarding increase in impervious surfaces.
Context-sensitive Design	<ul style="list-style-type: none"> ▶ Standard cross sections need context-sensitivity. ▶ Show bike lane symbol pavement marking and bike lane sign on cross section plans ▶ Tree cover along County roads is needed to help keep snow off roads and keep the roads open in the winter. Adequate space and soil conditions are needed for the trees.
Transit	<ul style="list-style-type: none"> ▶ Micro-buses that carry 12 to 15 passengers could be a cost effective first step to developing transit networks within and between communities in the county.
Active Transportation	<ul style="list-style-type: none"> ▶ Reflect water trails such as the Nottawasaga River and the Trent Severn Waterway on the AT network.

16.2 Stakeholder Meeting

Draft roads, transit and active transportation plans also were presented to stakeholders in preparation for the second round of public consultation. Local municipal councilors, the Simcoe County District School Board, Niagara Escarpment Commission, cycling advocates, the Ministry of Transportation and environmental groups attended the meeting and provided feedback.

(February 13, 2014 – County Administrative Centre, Midhurst)

- ▶ **Duration:** 12:30 p.m. – 2:30 p.m.
- ▶ Number of Attendees: 14

Table 16.2-1: Comments Matrix from Stakeholder Meeting

Transportation Theme:	Comments Received:
Travel Patterns	<ul style="list-style-type: none"> ▶ Indicate the number of trips to and from Grey County and the number of trips to and from the Muskoka District on the map of travel patterns.
Context-sensitive Design	<ul style="list-style-type: none"> ▶ Do HOV lanes work? ▶ How can farm vehicles be considered in the design of roads?
Transit	<ul style="list-style-type: none"> ▶ How can we promote and expand GO transit services? ▶ Advocate for more GO stations and more GO service in the TMP Update.
Active Transportation	<ul style="list-style-type: none"> ▶ Support for on-road active transportation (AT) facilities ▶ Request to connect on-road AT facilities with Muskoka District arterial roads

16.3 Public Information Centre Round 2

A second round of public consultation was undertaken in March 2014 in the form of Public Information Centres (PICs). Four separate public meetings were held in different locations across the County in order to reach as many people as possible. The locations were also chosen in order to attract pass by traffic – those who did not come specifically for the event, but upon seeing the materials displayed at a location or event they were already attending, stopped by to offer comments.

An extensive effort was made to publicize these public meetings through a wide variety of media. Notices were printed in 12 newspapers. The newspaper name and date of advertisement publication are summarized in **Table 16.3-1**. The notice printed in newspapers is included in **Appendix H**.

Table 16.3-1: Newspaper Advertisements for the Second Round of Public Consultation

Newspaper	Publication Date of Advertisement
B.W.G. Times	Thursday, March 6, 2014
Barrie Advance	Thursday, March 6, 2014
Alliston Herald	Thursday, March 6, 2014
Innisfil Journal	Thursday, March 6, 2014
Stayner / Wasaga Sun	Thursday, March 6, 2014
BWG Topic	Thursday, March 6, 2014
Orillia Today	Thursday, March 6, 2014
Midland Mirror	Thursday, March 6, 2014
Simcoe.com website	Thursday, March 6, 2014
Innisfil Examiner	Friday, March 7, 2014
Borden Citizen	Friday, March 7, 2014
Collingwood Enterprise	Friday, March 7, 2014

The County's Communication Department released a media advisory on March 7, 2014 and submitted information in the Warden's column, a feature in the Innisfil Scope and Barrie Examiner newspapers. Each PIC was also announced over the County's Twitter feed. Articles that appeared in newspapers are compiled in **Appendix I**.

The presentation boards used in the second round of public consultation are provided in **Appendix J**.


Public Information Centre Meeting #1 (March 8, 2014 – Barrie Home Show, Barrie)

- ▶ **Duration:** 11:00 a.m. – 2:00 p.m.
- ▶ **Number of Attendees:** 50

Table 16.3-2: Comments Matrix Meeting #1

Transportation Theme:	Comments Received:
Transit	<ul style="list-style-type: none"> ▶ Rail transit between Barrie and Orillia is desired, and there should be a GO train station in Innisfil. ▶ Transit should be better coordinated. ▶ Light rail provision should be considered. ▶ There is a need for express bus service between Barrie and Toronto, and the direct GO bus service between Innisfil and Sheppard-Yonge station in Toronto should be reinstated.
Active Transportation	<ul style="list-style-type: none"> ▶ Paved shoulders are needed on County Road 93. ▶ The existing AT network should be expanded with better connections to neighbouring counties and regions. ▶ Improvements to the sidewalk network in Innisfil would make it more feasible to run errands on foot.
TDM	<ul style="list-style-type: none"> ▶ Car pool lots should be provided on Highway 400 north of Barrie, as well as Highway 12, Highway 93 and County Road 93.

Public Information Centre Meeting #2 (March 18, 2014 – Georgian Village Auditorium, Penetanguishene)

- ▶ **Duration:** 4:00 p.m. – 7:00 p.m.
- ▶ **Number of Attendees:** 15

Table 16.3-3: Comments Matrix Meeting #2

Transportation Theme:	Comments Received:
Roads	<ul style="list-style-type: none"> ▶ Needs to be a coordinated notification system for road closures, especially in situations created by inclement weather
AT/Trails	<ul style="list-style-type: none"> ▶ There is discontinuity in the ATV trail network
Transit	<ul style="list-style-type: none"> ▶ A transit linkage should exist between the Towns of Midland and Penetanguishene; the County should assist in transporting aging and non-driving segments of the population between hospitals, institutions and shopping/commercial areas ▶ There needs to be collaboration between the school boards and the Simcoe Muskoka District Health Unit, regarding transit

Public Information Centre Meeting #3 (March 20, 2014 – Recreational Complex, North Lobby – Innisfil)

- ▶ **Duration:** 4:00 p.m. – 7:00 p.m.
- ▶ **Number of Attendees:** 45 – 50

Table 16.3-4: Comments Matrix Meeting #3

Transportation Theme:	Comments Received:
Transit	<ul style="list-style-type: none"> ▶ An express GO Transit train service is needed to Toronto; there are too many stops from Barrie to Toronto on the existing service, which adds time to the trip duration ▶ Local transit is needed within Innisfil – the Recreational Complex cannot be accessed by transit. A microbus to provide local transit could be one solution ▶ Consider alternate funding, such as through development charges if possible, for transit
Economic Development	<ul style="list-style-type: none"> ▶ Maintain existing rail lines for rail usage, either now or in the future ▶ High paying jobs are needed ▶ Well maintained infrastructure is important to the economy ▶ Paved shoulders benefit farm equipment and the farming industry
Road Design	<ul style="list-style-type: none"> ▶ Medians are troublesome for farm equipment, wide loads and snow removal
Active Transportation	<ul style="list-style-type: none"> ▶ There are no sidewalks or active transportation facilities that connect to the Recreational Complex ▶ Bike lanes are needed on Innisfil Beach Road and then connection to the Recreation Complex ▶ Share the Road signs are needed to alert drivers of the possible presence of cyclists

Public Information Centre Meeting #4 (March 25, 2014 – Recreational Complex, Wasaga Beach)

- ▶ **Duration:** 4:30 p.m. – 7:30 p.m.
- ▶ **Number of Attendees:** 15 – 20

Table 16.3-5: Comments Matrix Meeting #4

Transportation Theme:	Comments Received:
Transit	<ul style="list-style-type: none"> ▶ Future sub-regional transit needs fare integration (Presto card) to improve convenience and financial co-ordination.
Active Transportation	<ul style="list-style-type: none"> ▶ Road segments where paved shoulders have been recommended should be reviewed in the context of OFSC trails. Paved shoulders may have a negative impact on existing OFSC routes. ▶ Trail crossing of the North Simcoe Rail Trail over the CR90 is important.
Rail/AT/Goods movement	<ul style="list-style-type: none"> ▶ A decision should be made on the BCRY railway; put active transportation on the corridor, at least in the short term. Consider Rails-with-Trails in the long term.
Roads	<ul style="list-style-type: none"> ▶ Consider roundabout at Hwy 26/CR7/Centreline Road. ▶ Many trucks do not use existing “Stayner Bypass”; too narrow.

16.4 Stakeholder Meeting 3

A third Stakeholder Meeting was held on June 18, 2014 to present the contents of Interim Report #3.

Stakeholder Meeting #3 (June 18, 2014 – Simcoe County Offices, Midhurst)

- ▶ **Duration:** 10:30 a.m. – 12:00 p.m.
- ▶ **Number of Attendees:** 30

Table 16.4-1: Comments Matrix Stakeholder Meeting #3

Transportation Theme:	Comments Received:
Road Improvements	<ul style="list-style-type: none"> ▶ Division Road is a priority for Severn. It is a potential emergency detour route for Highway 11 and a potential active transportation link. ▶ A bypass of Beeton should be included as a long term improvement. ▶ Industrial Parkway is a significant goods movement route. Consider coordination with the Provincial highway system, specifically Highway 89.
TDM	<ul style="list-style-type: none"> ▶ Carpool lot locations should be identified throughout the county.

16.5 Summary of Written Comments Received

Throughout the course of the study, stakeholders and interested members of the public submitted written comments to the study team. The written comments received have been summarized and included in **Appendix L**. All of the comments were considered and many have been incorporated, or are supported by, the analysis and recommendations included in this TMP Update. Similar to the oral comments received at the Public Information Centres and Stakeholder Meetings held throughout the study process, the two main themes from the written comments were a desire for more active transportation facilities throughout the county and a desire for the County to play a bigger role in the provision of transit.

16.6 Summary of Online Survey Input

The Simcoe County Transportation Master Plan Update online survey was launched on April 8, 2013. Since the launch date, 487 responses have been received. The following section summarizes the responses received from interested stakeholders. The survey consisted of multiple choice questions as well as open answer questions.

The multiple choice questions asked participants to provide background information such as:

- ▶ The respondents' relationship to the area (resident, visitor, etc.)
- ▶ The primary destinations in Simcoe County the participants travel to and the frequency of such trips
- ▶ The primary modes of transportation utilized by the respondents
- ▶ The frequency participants use each type of transportation mode
- ▶ The distance between the home and the workplace/ school
- ▶ The time it takes to travel to the workplace/ school
- ▶ The time it takes to access the nearest cycling facility or active transportation trail for each transportation mode
- ▶ The time it takes to access the nearest transit station for each transportation mode
- ▶ The impact of active transportation improvements on encouraging alternative travel modes
- ▶ The importance of updating the Transportation Master Plan
- ▶ The barriers that deter participants from using alternative transportation modes

The open answer questions allowed the survey respondents to express their opinions on the top three areas of concern in regards to transportation in Simcoe County, the top three desired transportation improvements to the transportation system, and any additional thoughts that were not covered in the survey.

How old are you? The majority of survey-takers were between the ages of 41 and 54, followed by those between the ages of 26-40, and those between the ages of 55-65, as illustrated in **Figure 16.5-1**. There were very few responses from those aged 25 or younger.

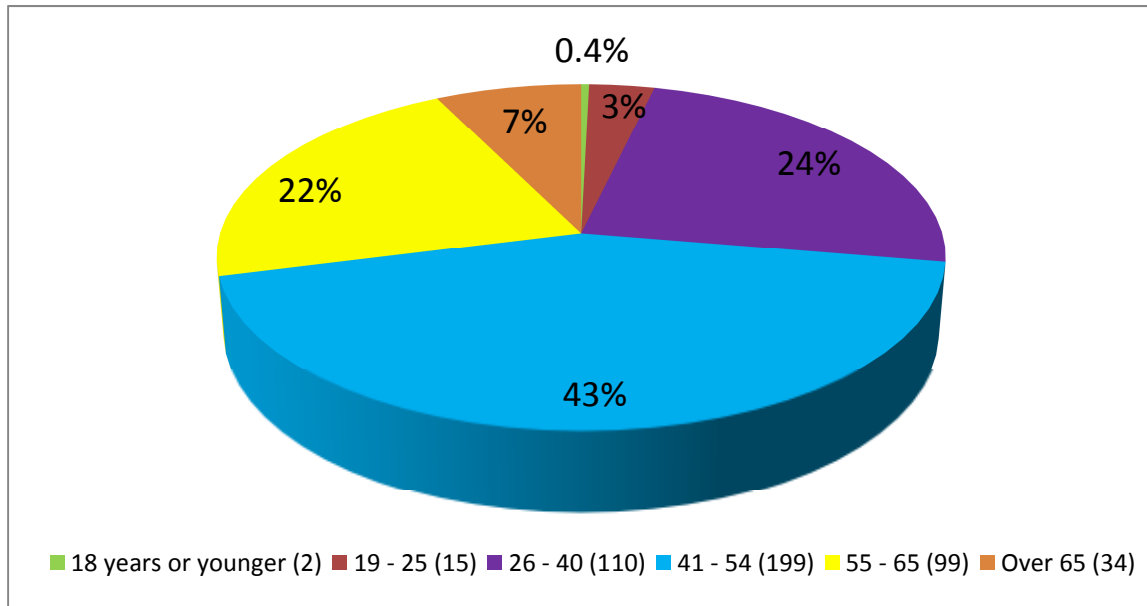


Figure 16.5- 1: Ages of Survey Respondents

Do you live in the County? The majority of respondents live in the County in one of the local communities. Others reside in the Cities of Barrie or Orillia, or the First Nations. The remaining respondents are residents in the surrounding communities, seasonal residents, or tourists frequenting the area, as illustrated in **Figure 16.5-2**.

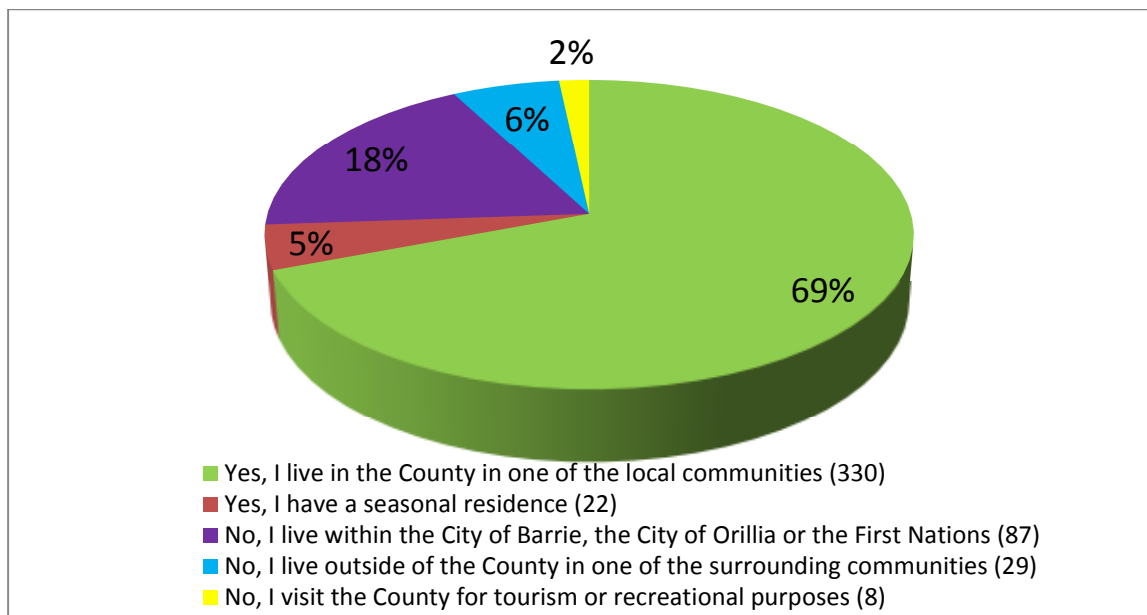


Figure 16.5- 2: Residence of Respondents

What are your primary destinations in Simcoe County and how frequently do you travel to each?
The most frequented destinations are downtown cores, natural areas and tourism destinations, listed respectively, as illustrated in **Figure 16.5-3**.

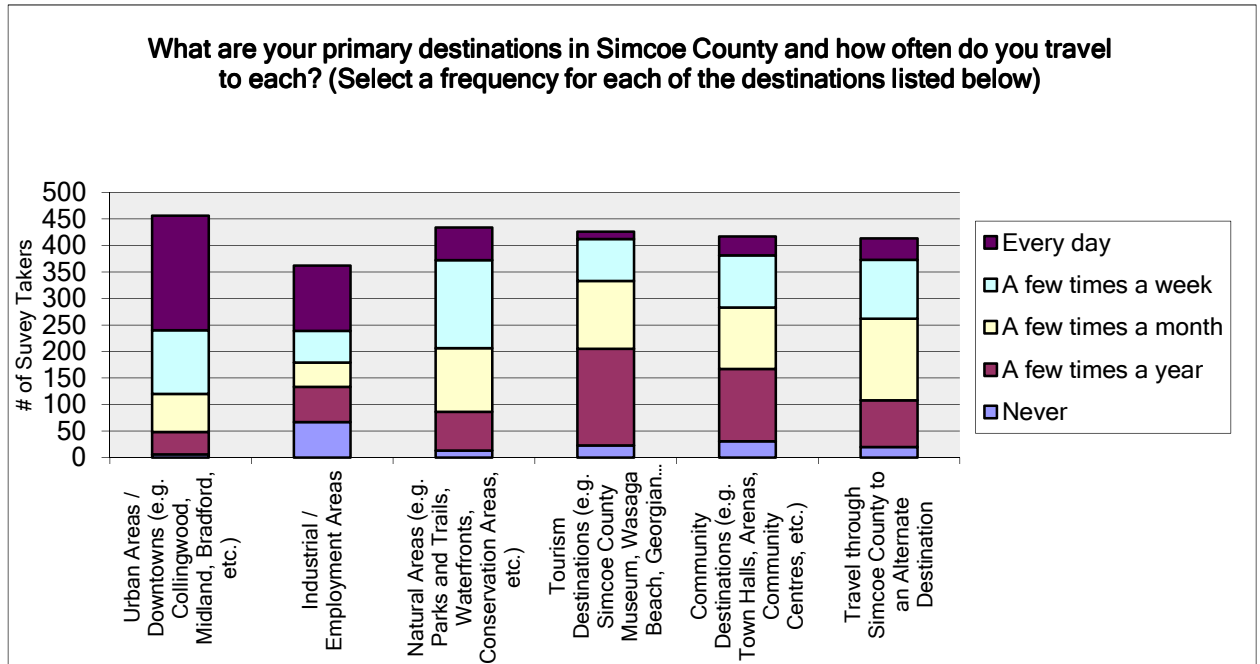


Figure 16.5- 3: Primary Destinations in Simcoe County and Frequency of Trips as Indicated by Participants



Identify the number of days in the work week you travel to various activities using the following modes of transportation: walking/jogging, cycling, transit, driving, taxi, carpooling or other. The majority of trips are made in a motor vehicle, followed by walking or jogging and cycling, as illustrated in **Figure 16.5-4**.

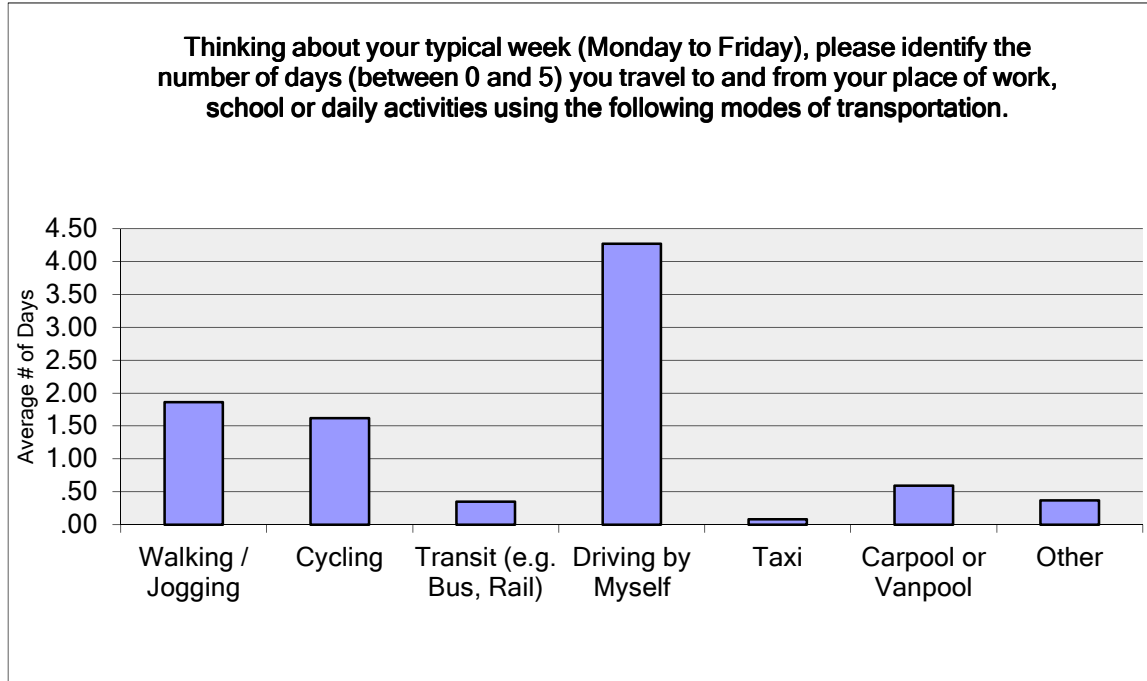


Figure 16.5- 4: The Number of Weekdays Participants Travel to Activities using Different Modes of Transportation

Indicate the frequency you use different modes of transportation to reach your destination on the weekends. Similarly, the majority reach their weekend destinations utilizing an automobile, followed by cycling and walking or jogging, as shown in **Figure 16.5-5**.

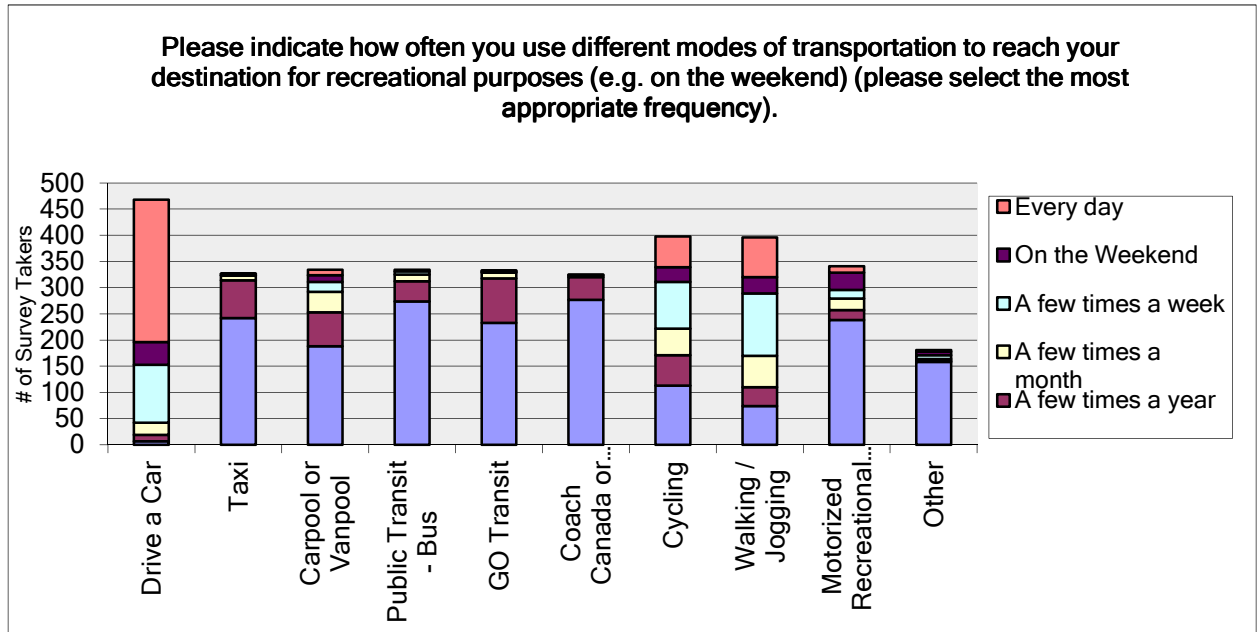


Figure 16.5- 5: The Frequency Participants Use Different Modes of Transportation for Weekend Activities



How far is your trip to work or school in kilometres? The majority of travelers have to travel between a distance of 11 to 20 km to reach their destination. However, 35% of residents have to travel 10 km or less to reach their destination, as illustrated in **Figure 16.5-6**. With shorter travel distances, alternative transportation modes such as bicycling can be encouraged.

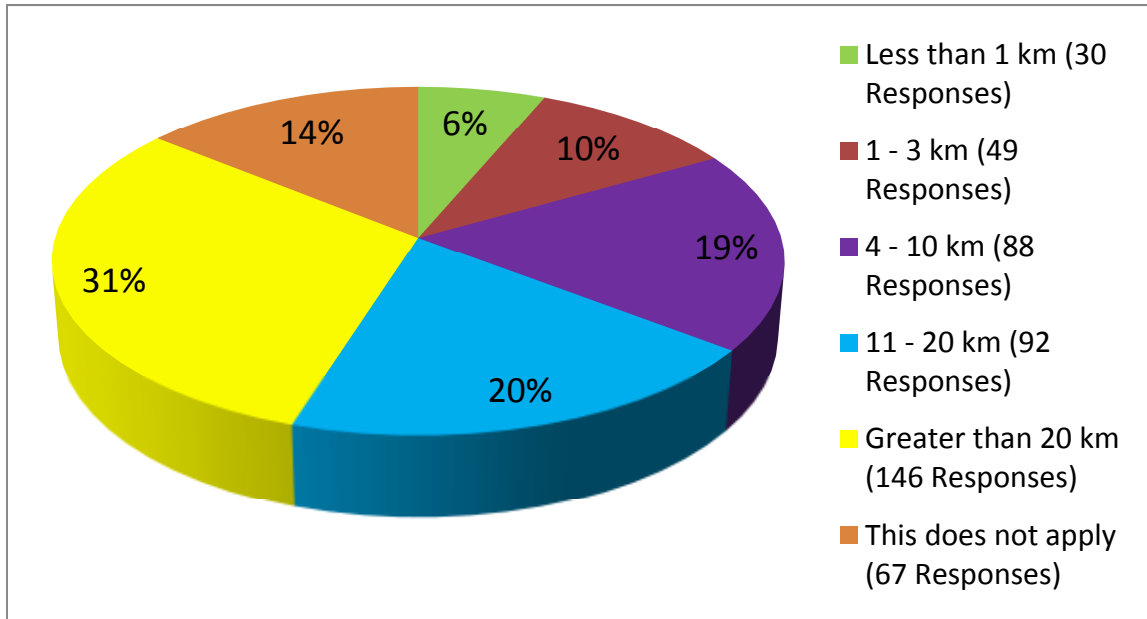


Figure 16.5- 6: Distance to Work or School for Survey-takers

How long does it take for you to travel to work in school? Furthermore, the majority of trips to school or the workplace takes less than 30 minutes, as illustrated in **Figure 16.5-7**. This furthers the possibility of encouraging the use of alternative transportation options.

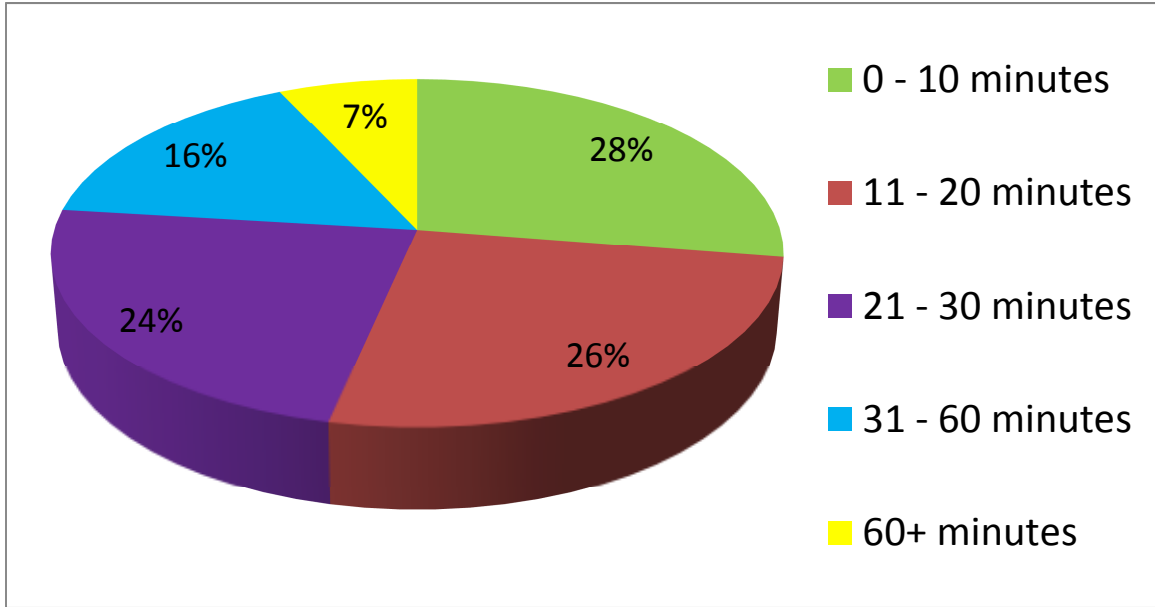


Figure 16.5- 7: The Time it Takes for Respondents to get to Work or School



How long does it take to access the nearest cycling facility or active transportation trail? For the majority of participants, access to the nearest cycling facility or active transportation trail takes less than 10 minutes for all modes of transportation, as shown in **Figure 16.5-8**.

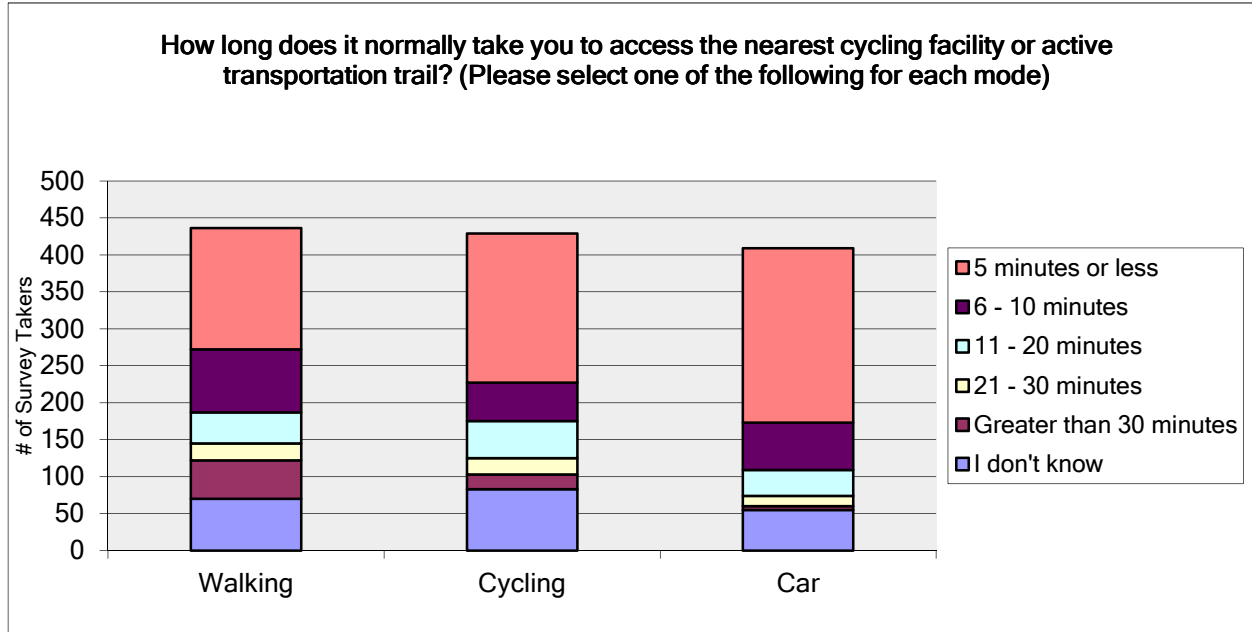


Figure 16.5- 8: Time it Takes to Access the Nearest Cycling Facility or Active Transportation Trail

How long does it take to access the nearest bus or train stop or station? For the majority of respondents, access to a transit stop is more limited, as shown in **Figure 16.5-9**. In fact, a quarter of respondents do not know how long it takes to access the nearest bus or train stop, suggesting that these services are not available nearby or are not used by the respondent.

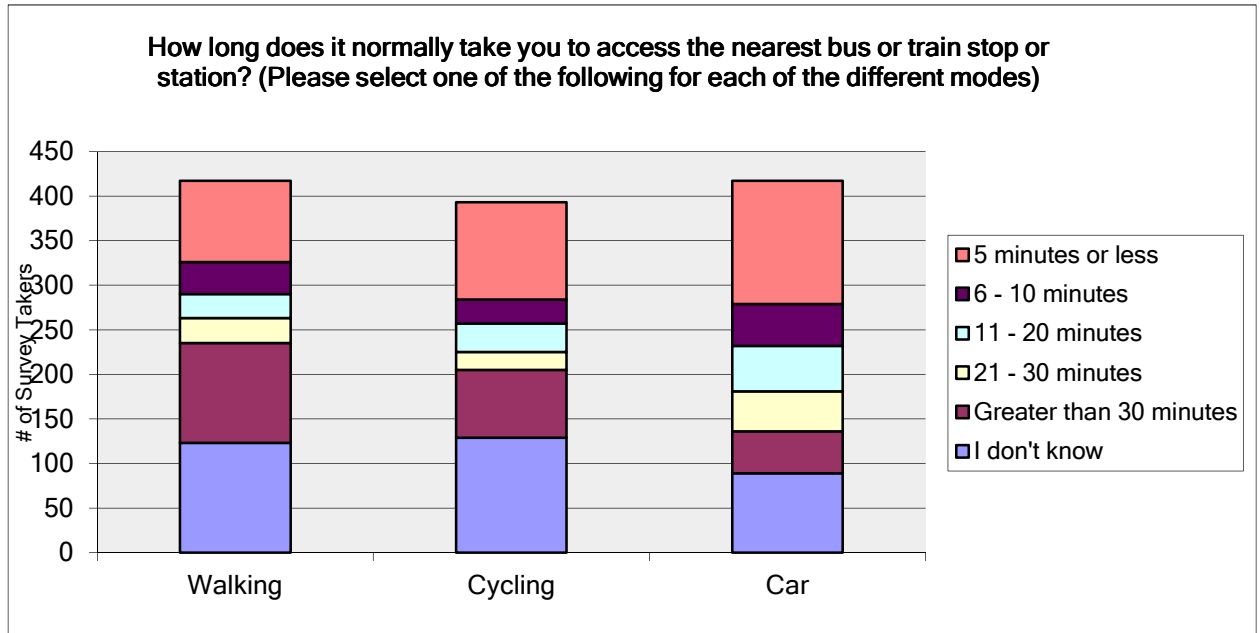


Figure 16.5- 9: Time it takes to access the nearest bus or train stop



Rank how improvements to the transportation system will encourage your use of alternative modes of transportation. Participants indicated that most improvements to active transportation facilities would encourage them to utilize alternate transportation modes more, as indicated in **Figure 16.5-10**.

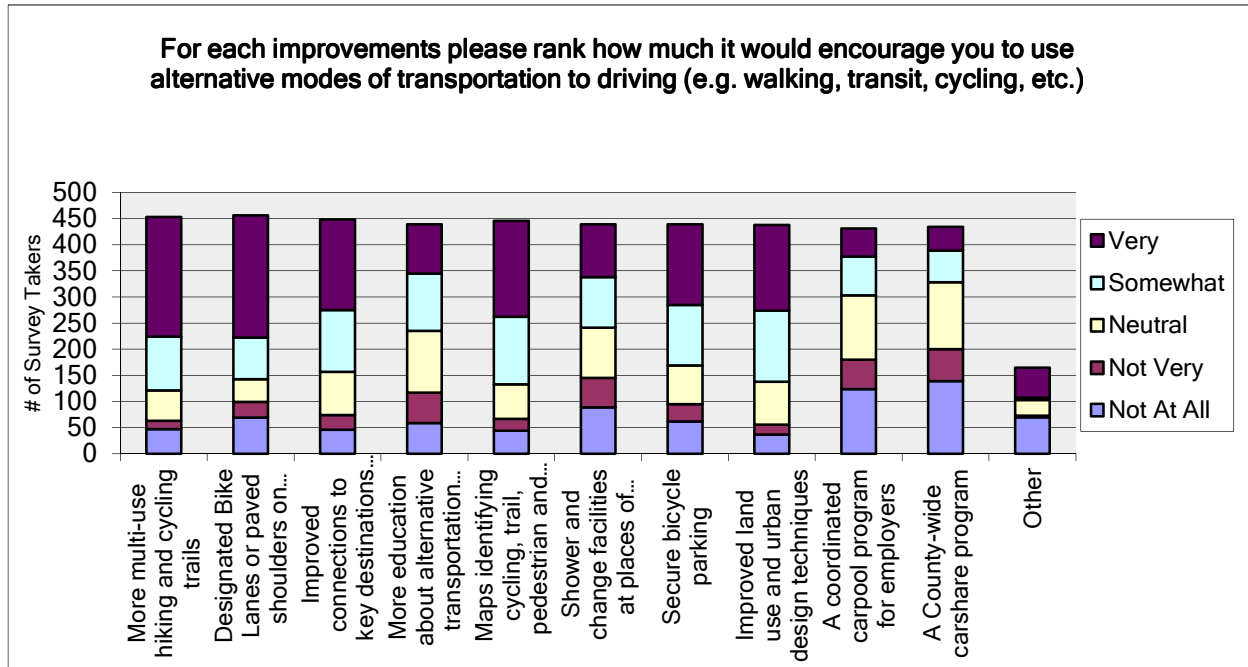


Figure 16.5- 10: How Improvement to the Transportation System will Impact the Usage of Alternative Modes of Transportation

Please indicate how important each of the following reasons is for developing a long-term Transportation Master Plan Update for the County of Simcoe. Survey participants also communicated that most reasons qualify for developing a long-term Transportation Master Plan Update for the County of Simcoe, as illustrated in **Figure 16.5-11**.

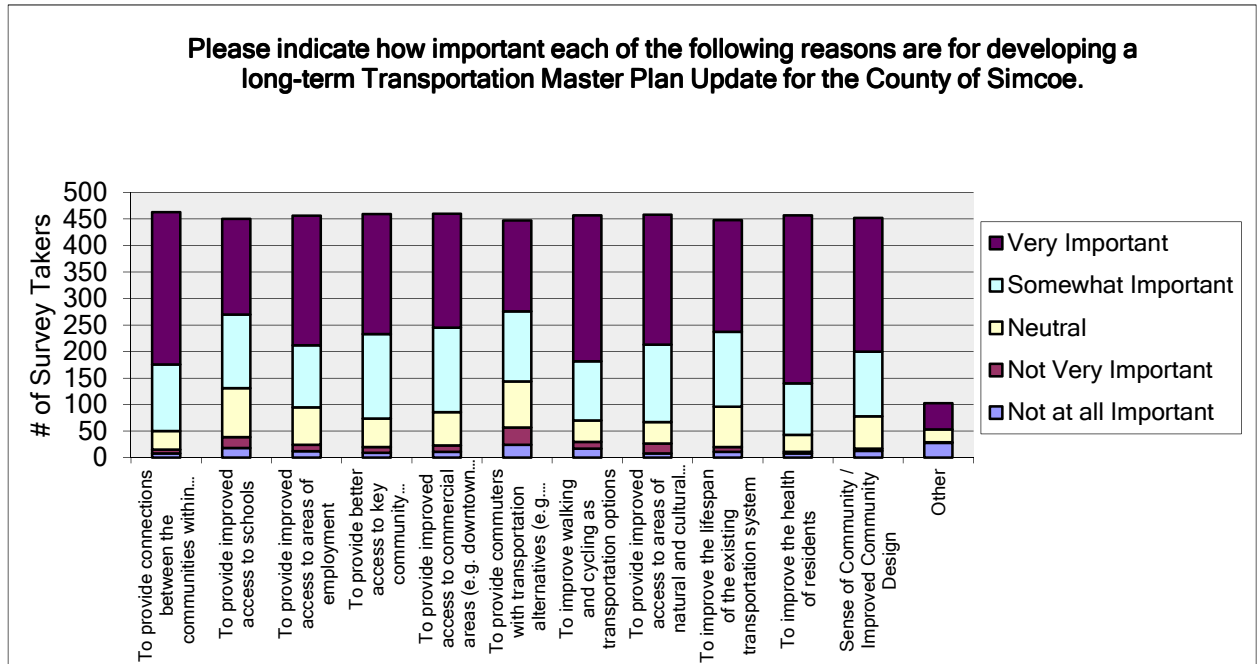


Figure 16.5- 11: Reasons and Their Relative Importance for Developing a Transportation Master Plan Update

What is stopping you from using alternative transportation? Even though a majority of commuters can benefit or utilize alternative transportation methods to reach their destination, the majority are deterred from this option due to a lack of reliable transit spanning across a large distance. Moreover, another major deterrent is the lack of safe cycling and walking facilities. Additionally, other factors that influence commuters include: the weather, cost of alternative transportation, and the local geography, as shown in **Figure 16.5-12**.

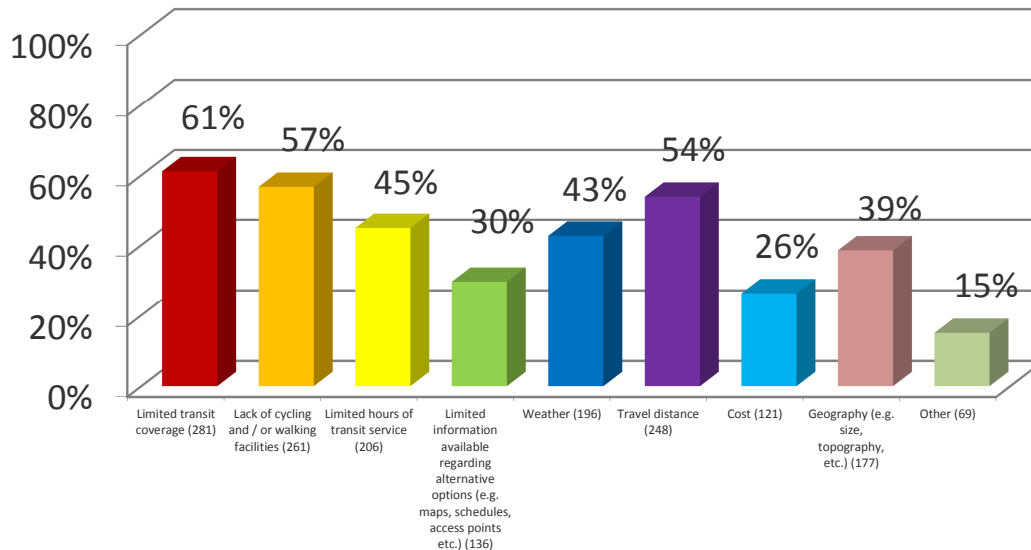


Figure 16.5- 12: Barriers to using active transportation

The first open-ended question of the survey asked participants to list their top three concerns regarding transportation in Simcoe County. The top recurring concerns are listed below:

- ▶ **Transit Service**
 - ▶ Lack of reliable transportation options
 - ▶ Existing transit services are not frequent enough
 - ▶ County wide transportation systems would be too costly for taxpayers due to the large geographic area covered
 - ▶ Existing transit services do not cover the required geographic areas
 - ▶ Lack of transit options to medical facilities
 - ▶ Lack of connectivity with local, inter-, and intra-regional transit

- ▶ **Active Transportation**
 - ▶ Lack of bicycle lanes, trail accessibility and active transportation facilities (e.g. bike parking) is dangerous and inconvenient for users
 - ▶ Relationship between drivers, cyclists and ATV users should be improved with better education on the concept of “Share the Road”
 - ▶ ATV/ recreation vehicle access on paved road shoulders is non-uniform throughout the County
 - ▶ Lack of ATV trails
 - ▶ Crossroads intersections are dangerous for pedestrians

- ▶ There are no incentives to use public transportation
- ▶ Congestion
 - ▶ Heavy traffic volume on major roadways
 - ▶ Heavy truck traffic especially in areas not meant for truck traffic
 - ▶ Lack of bypass roads
 - ▶ Highway 26 traffic volumes are overcapacity and noise pollution is a concern
 - ▶ Passby traffic for cottage country/ highway traffic using rural roads as a by-pass
- ▶ Unmaintained Roads
 - ▶ Poor maintenance of existing roads and shoulders
 - ▶ Road shoulders should be paved
- ▶ Poor urban planning
 - ▶ E.g. distances between communities are only travelable by vehicles
 - ▶ E.g. lack of sidewalks
 - ▶ E.g. developments taking over trail and park areas
- ▶ Other Concerns
 - ▶ Education on how to use roundabouts
 - ▶ Lack of taxi services

Many residents were concerned about the safety of bicyclists due to a lack of bicycle infrastructure. A large majority were also concerned about the lack of a reliable transit system.

The second question asked participants to identify the top three transportation improvements that they would like to see. The following is a list of recurring responses from respondents:

- ▶ Active Transportation
 - ▶ Improving and building more separated bicycle lanes, pedestrian sidewalks (on both sides of the road), and multi-use trails (with ATV allowance)
 - ▶ Better paved shoulders
 - ▶ Better active transportation facilities (i.e. secure bike parking)
 - ▶ Access and connectivity of trails
- ▶ Transit
 - ▶ Improved connectivity between key areas (e.g. inter-municipal transit)
 - ▶ Rebuilding railways
 - ▶ Improve transit frequency to complement business operating hours
 - ▶ Improve transit coverage to key areas of the community
 - ▶ Ensure transit service follows the schedules outlined
 - ▶ Increase GO train services
 - ▶ Transit system that is accessible by handicapped users
 - ▶ Safe transportation routes to post-secondary institutions
- ▶ Congestion
 - ▶ High volume traffic roads should be widened (e.g. Highway 400, Highway 11, Highway 89, Highway 90 etc.)
 - ▶ Creating turning lanes, passing lanes and utilizing turning signals for high traffic volume areas
 - ▶ Better connections and bypasses to Highway 400 and Highway 404



- ▶ Bypass alternatives
- ▶ Maintenance of Existing Transportation Facilities
 - ▶ Better maintenance of existing roads and trails (e.g. lots of potholes, debris needs to be cleared off of the shoulders)
- ▶ Safety
 - ▶ Better signage and lighting for roads and active transportation facilities in certain areas with poor visibility
 - ▶ Better education on the idea of “Share the Road”
- ▶ Car-centred Mentality
 - ▶ Encourage the concept of carpooling and build carpool lots
- ▶ Official Plan
 - ▶ Restriction of heavy vehicle traffic in local areas
- ▶ Other Improvements
 - ▶ More affordable taxi services

Finally, the last question asked participants to offer their opinion on any other issues regarding the County of Simcoe's Transportation Master Plan Update. The following is a list of concerns brought up most frequently by respondents:

- ▶ More should be done to encourage people to use alternative transportation modes (transit, bicycle lanes, multi-use trails, ATV trails etc.)
- ▶ Alternative transportation facilities should therefore be improved and maintained to provide better safety precautions for users
- ▶ Providing better transit systems for both citizens and for attracting new growth
- ▶ Reopening the rail system
- ▶ Special transportation considerations should be given to seniors and children
- ▶ Trails and transit should be have better interconnectivity
- ▶ University/college students need better transportation alternatives
- ▶ The Master Plans of neighbouring and related Counties should correlate

In summary, the survey responses echo the oral response received at public consultation events and formal written comments, namely, that emphasis should be placed on active transportation and transit. Select road improvements and bypasses may be required; however, viable alternatives to the private automobile are desired by survey respondents.